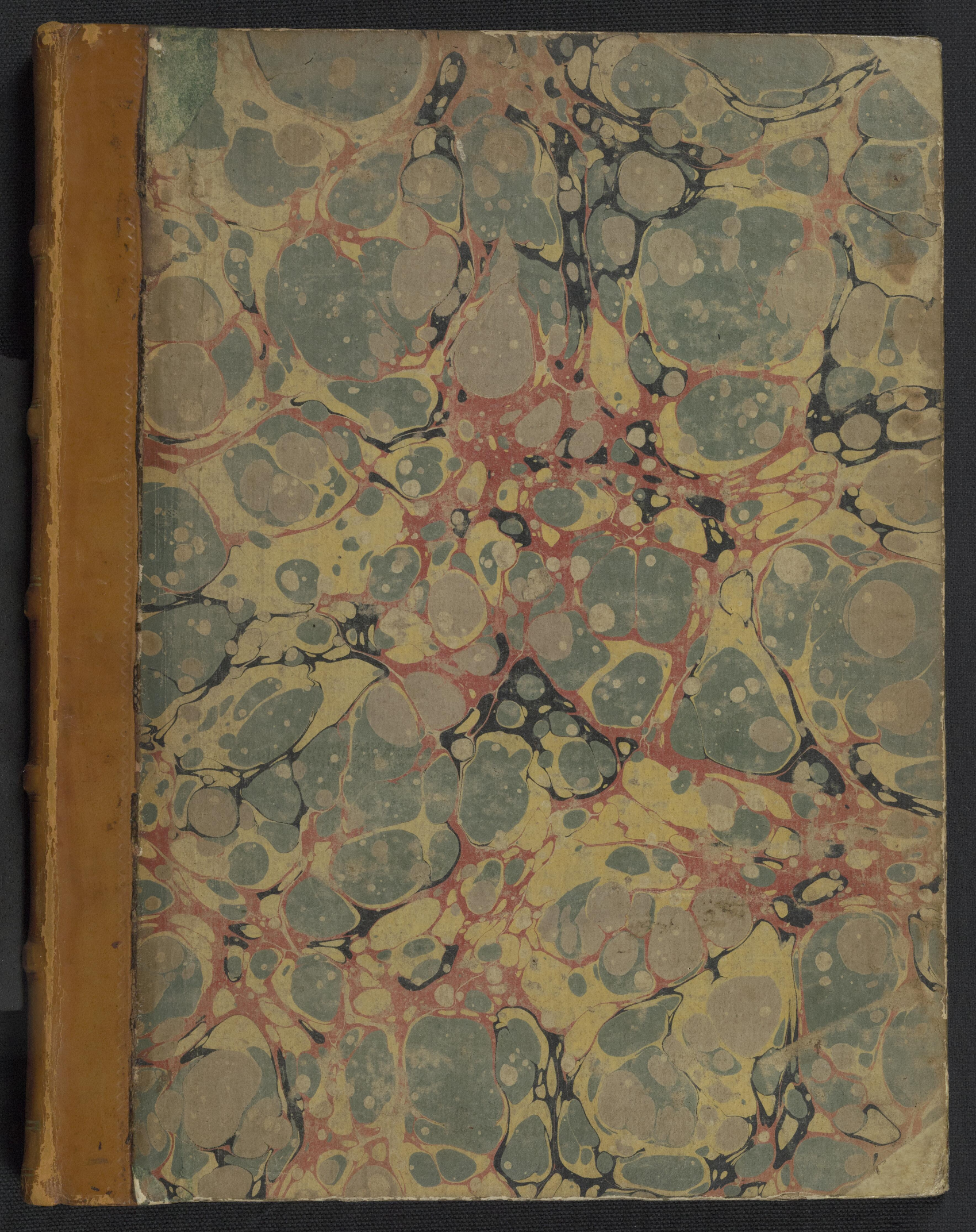

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A

COLLECTION of VOYAGES

Chiefly in

THE SOUTHERN ATLANTICK OCEAN.

A

COLLECTION of VOYAGES

Chiefly in

THE SOUTHERN ATLANTICK OCEAN.

Publiſhed from ORIGINAL M.S.S.

By

ALEXANDER DALRYMPLE.

LONDON:

Printed for the AUTHOR, 1775.

Sold by *J. Nourſe*, Bookſeller in Ordinary to His Majeſty; *P. Elmſly*, STRAND; *Brotherton* and *Sewell*, CORNHILL; *Jefferys* and *Faden*, ST. MARTIN'S-LANE; and, *A. Dury*, DUKE'S-COURT.

TRUE TO THE END

280-21

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In the

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PREFACE.

Soho-Square,
April 1775.

THIS Collection contains both the VOYAGES of DR. HALLEY now first publiſhed from his *Original* M.S.S in poſſeſſion of the Board of Longitude, who very obligingly communicated them to me for Publication.

M. D'APRES took the trouble to copy M. BOUVET's Voyage in 1738 and 1739, at my deſire, from the Archives of the French Eaſt India Company, and to ſuperintend the printing of this Voyage.

The M.S. of the *Leon's* Voyage in 1756 was alſo ſent me by M. D'APRES, to whom I am indebted for a conſtant readineſs to communicate whatever may promote uſeful knowledge; This Journal was printed in Scotland, my Brother JAMES having taken that trouble for me.

The Lords of the Admiralty, thro' the good offices of my Friend Mr. Secretary STEPHENS, favoured me with the *Regiſter* of *Winds* and *Weather* kept by Capt. MACBRIDE in 1766 at the FALKLAND ISLANDS.

Moſt of theſe Papers have been printed for *ſome years:* But I have poſtponed the publication, intending, at my leiſure, to write an Hiſtorical INTRODUCTION, but I ſhall have no opportunity, before I leave England, to write ſuch an Introduction.

I have been induced to publiſh the following Letters, containing a propoſition for proſecuting further Diſcoveries in this Quarter, together with the Plan I intended to have purſued, and the Conſtitution I had in view to eſtabliſh, had my propoſition been attended to by The Miniſter, and the Enterprize been ſucceſsful in the event: a Friend of mine, who is no Enemy to Publick Liberty, having peruſed this Plan, declared he thought IT a *very good Model* of the *worſt* of *all Governments*— a PURE REPUBLICAN: I own I was ſtaggered at this Opinion, and ſhall wait 'till I have more experience in Life before I determine, in my own Judgment, concerning the BEST FORM of GOVERNMENT, but this Publication will at leaſt be a Record of Opinions, which cannot give offence.

To the Right Honourable Lord North.

My Lord,

I perſuade myſelf that the ſubject of the accompanying paper is a matter of ſufficient importance to claim the attention of your Lordſhip.

It is ſelf-evident that the proſperity of this kingdom depends on its Commerce, Population, and Navigation; it muſt therefore be obvious that whatever tends to the

increaſe of thoſe objects, muſt be of eſſential benefit to this Country: and it muſt alſo be allowed that nothing can be more conducive to thoſe important ends, than Colonies formed in temperate Climates, for the proſecution of Fiſheries, and ſuch like hardy occupations, which breed Men able and ready to encounter difficulties.

The moſt flouriſhing and important Colonies appertaining to this Kingdom in America were eſtabliſhed by Private Adventurers: Such Undertakings offer a Field for the Activity of enterprizing Men, who might otherwiſe paſs their lives at home in indolence and obſcurity, without being of much uſe to Society or to their Country.

Altho' the object in purſuit appears of ſuch a nature as cannot give juſt or reaſonable pretence of objection from any European State, yet as I am not ignorant how often difficulties have ariſen in negotiations from a want of Hiſtorical Knowledge; and *Rights* been made doubtful by ill-grounded Aſſumptions, I thought it not only a becoming reſpect, but indeed abſolutely neceſſary for your Lordſhip's information as Miniſter of this Kingdom, to communicate my Plan to You, before I take any meaſures to carry it into effect; at the ſame time I muſt rely on your Lordſhip's aſſiſtance to procure for me His Majeſty's Protection.

It is my purpoſe to undertake the *Diſcovery* at my own expence; but I flatter myſelf your Lordſhip will think it reaſonable the conſequence of that Diſcovery

ſhould be ſecured to me, and to thoſe Friends who may unite with me for the future proſecution of the undertaking by " a Grant of ſuch Lands, as are at preſent " unoccupied by any European State, in the *Ocean* " *South* of the *Equator*, between the Longitudes of 0. " and 60°. W. from Greenwich; on condition that this " Grant ſhall comprehend *only* ſuch Lands, Iſlands or " Banks, as We ſhall examine within the term of *five* " years, and deliver in Plans thereof."

As the Expedition muſt, if executed, be ſet on foot without delay, I flatter myſelf if your Lordſhip has any objections to it, that You will make me acquainted with them ſpeedily; and permit me to ſay your Lordſhip will find me very ready to give you all the information and ſatisfaction in my power.

I have the honour to be,

My Lord,

Your Lordſhip's moſt obedient humble Servant,

Soho-Square,
18th July, 1772.

A. D.

Motives for the Expedition.

In the Latitude of 45° S°. there is *a very large pleaſant Iſland* diſcovered by Ant. La Roché, a native of England, in his paſſage from the S°. Sea in the year 1675.

The Spaniſh Author who gives the abſtract of La Rochés voyage (printed, according to him, in 1678) ſays that La Roché

" Leaving the Land [diſcovered by him in 55° S°. " and which was ſince ſeen by the Leon 1756] and " ſailing one whole day to the NW, the wind came " ſo violently at S°. that he ſtood N°. for three days " more, 'till they were got into 46° S°. when think- " ing themſelves then ſecure, they relate that, direct- " ing their courſe for the *Bahia de Todos Santos*, [in " Brazil] they found in 45° S°. a *very large pleaſant* " *Iſland* *, with a good Port towards the Eaſtern part, " in which they found *wood*, *water* and *fiſh*. They ſaw " no people notwithſtanding they ſtaid there *ſix* days."

The *ſize* of this Iſland is not mentioned in the Spaniſh Abſtract, but the expreſſion *muy grande* (*very* large) and the expectation of finding Inhabitants, ſeem to indicate that it is of *great extent*.

The exiſtence of this Iſland, and in ſome meaſure its extent, is confirmed by other Authorities, for Halley near this Longitude in about 43° S°. Latitude, ſays, " the colour of the Sea was changed to *pale green*," and in 45° S°. *he ſaw abundance* of *ſmall Sea-fowl* and *beds of weeds*. Funnel, in his paſſage into the S° Sea, alſo mentions ſigns of Land from about 40° S°. near this Longitude: The Naſſau Fleet in 1624 had alſo ſigns of Land here, ſo as to think themſelves near the Southern Continent.

* Iſla muy grande y amena.

Theſe

Theſe Teſtimonies, and the Leon in 1756 finding the *other* Land mentioned by La Roché, leave very little reaſon to doubt his veracity, and if there is ſuch an Iſland as he deſcribes, ſituated in the middle of the Ocean in 45° S°. Latitude, it cannot fail of being a very temperate and pleaſant Country, in a ſituation very favourable for carrying on the Whale and other Fiſheries, and alſo for the proſecution of any Commerce which may be found in the Countries to the South.

In the reign of Queen Anne it was propoſed to eſtabliſh a Colony on the Coaſt of Patagonia, and in that Plan it is aſſerted, that our Weſt-India Iſlands could be ſupplied with proviſions eaſier from thence than from N°. America; this muſt hold good ſtill more from the Iſland in 45° S°. as any wind would ſpeedily carry the Ships into the Trade-wind.

The Tracks of Halley and Bouvet point out the ſituation where, (if there is any *Continent* in a lower Latitude than 50° S°.) the moſt Northern part of that Continent muſt lie; So that this Diſcovery muſt be effected in a very ſhort time after leaving the Iſland.

If there is any *Continent* or *extenſive Tract* of *Land* in this ſituation, which the *drift-wood* at Triſtan da Cunha, and other circumſtances indicate, the knowledge of this Land may be very uſeful to the Ships bound to India, and the *Diſcovery* would be *very honourable* to *this Country* as well as to the *Diſcoverer:* not to mention what Commercial Advantages might be derived from it; and they who look at the *Lamps in* and *around* this *Metropolis*, and who conſider what proportion of the Trade and

Revenue

Revenue of this Kingdom ariſes from Tobacco and Tea, muſt be convinced that no Place can be found without its yielding *ſomething* for a beneficial Commerce.

To the Right Honourable Lord North.

My Lord,

As the Seaſon of the Year does not admit of any delay in taking the proper meaſures for carrying into effect the Voyage I had the honour to mention in my letter to your Lordſhip a few days ago, I beg your Lordſhip will give me leave to wait on You to know your Lordſhip's Sentiments on that head.

I have the honour to be,

My Lord,

Your moſt obedient humble Servant,

Soho-Square,
24th July, 1772.
(At Lord Pigot's)

A. D.

To the Right Honourable Lord North.

My Lord,

The voyage I mentioned to your Lordſhip a fortnight ago, cannot be effected unleſs ſet on foot without delay; It appeared to me a matter of great Publick Importance, and therefore I thought it a duty to propoſe it, but, having executed that duty, it is to me a matter of entire indifference whether I make the

the voyage or not: However, altho' I do not myſelf undertake it (unleſs I have your Lordſhip's approbation within a week) I flatter myſelf, that ſooner or later, *ſome other Perſon* will carry it into execution: And I ſhall therefore with Dr. Halley's voyage (now printing from the original MS.) publiſh the Motives which induced me to propoſe the Expedition, and the Plan I had in view in caſe the Diſcovery proved ſucceſsful.

I have the honour to be,

My Lord,

Your moſt obedient humble Servant,

Soho-Square,
3° Auguſt, 1772. A. D.

On Thurſday, the 13th Auguſt, I received a note from Lord North deſiring to ſee me on the Wedneſday following.

I attended him according to his appointment; but he then talked much more about Balambangan than the matter concerning which I waited on him; He ſaid He could not give any reply on the ſubject without conſulting his Majeſty's other Miniſters, and I have never heard any more of the matter.

The following Sketch of the Voyage may have its uſe; It is only neceſſary to obſerve that ſome expedient may be required to make Caſk *oil-tight*.

Dr. Halley was only 23 days at Sea from Trinidada to Barbadoes, ſo that from the Iſland in 45° S°. to Barbadoes is not above a 6 weeks voyage at moſt.

The

The expence of a voyage in this quarter would be moderate, becauſe it would be performed in a ſhort time; for ſuppoſing a Ship to ſail from England 1ſt Octr. it cannot be doubted ſhe would reach this Iſland in leſs than 3 months; remaining there during January and February, and admitting 3 months more for the paſſage home, the veſſel would arrive in England in May, performing the voyage in 8 months.

The Latham Indiaman was offered as ſhe returned home, with all her ſtores, &c. for 2000 Guineas. I will ſuppoſe another ſhip in this condition to be had for £. 2500, and that her maſts and yards might be exchanged for a ſet conſiderably ſmaller; The Navy Eſtimate is 4 £. per man per month for *pay, proviſions, wear and tear*, &c. I ſhall ſtate it at 5 £. for 50 men, which is 250 £. per month for 8 months, is £. 2000

Ship ſuppoſed - - - - - - - - 2500

4500

Total Expence, ſay - - - - - 5000

The French who reſided at Falkland Iſlands mention great abundance of Seals and Sea-Lions.

The Seals are of two kinds; the ſmaller very fat, having ſeveral inches thick of a ſoft white fat between the ſkin and fleſh, they are about 7 feet long and 3½ round; in ſuch numbers that they killed 8 or 900 in a day with bludgeons on one ſmall Iſlot.

The large Seals, when full grown, are from 10 to 20 feet long, 8 to 15 in circumference, their ſkins are covered with a ſhort hair of a light tawney colour; theſe are what Anſon calls *Sea-Lions*.

The French mention to have killed one large ſeal above 19 feet long, and that the ſmalleſt of 11 killed at one time was between 15 and 16 feet long; of theſe 11 ſeals each yielded 2½ hogſheads of oil, tho' they had been left ſeveral days; and they ſay if taken in time would have yielded above 4 hogſheads each.

There are others which they call Sea-Lions 25 feet long and 19 to 20 round.

There are alſo plenty of whales in thoſe Seas; ſome of the voyagers ſay 100 to 1 in the N°. Seas.

The loweſt price of the common Train-oil is £. 20 per Ton, ſo that it is not unreaſonable to ſuppoſe the quantity of oil which would be obtained in a *firſt* voyage where the animals have never been diſturbed, would defray the expence of the Equipment. At the ſame time there is reaſon to expect a conſiderable quantity of *Spermaceti* which is much higher priced; not to mention the *hides* of the Seals and Sea-Lions which may be conſidered as a valuable commodity.

If inſtead of purchaſing an old Indiaman, a ſmaller Ship was purchaſed, the expence might be reduced, but the returns would be alſo leſſened probably in a greater proportion.

Whether the Ship be an Indiaman or a ſmaller Ship, to render the voyage as uſeful as poſſible, it would be

proper

proper to have a ſmaller veſſel, ſuppoſe a Schooner of 80 or 90 Tons, which might be manned out of the Ships Crew, ſuppoſe - - - - - - - - £. 1000
A veſſel in frames of 25 Tons - - - 500

1500

The Schooner might remain with the Ship at the *Iſland* during the month of January, and leaving the Ship there to compleat her cargo, proceed with the ſmaller veſſel in February *on diſcovery*.

The tracts of Halley and Bouvet point out the ſituation where, if there is any Continent in a lower Latitude than 50° S°. the moſt Northern part of that Continent muſt lie; ſo that this diſcovery muſt be effected in a *fortnight* after leaving the Iſland; the veſſels remaining on this Coaſt part of February and March, might return home in April, and arrive in England in June.

Altho' this Plan of the Voyage bears a fair proſpect of reimburſing the expence, and is compleatly ſufficient for the purpoſes of *Diſcovery*; yet that *Diſcovery* may be made by a Schooner of 80 or 90 Tons and 20 Men, the expence of which for 8 months would not amount to more than £. 1000.

P L A N.

3° July } 1772.
1° Aug. }

Propoſed to raiſe by Subſcription £. 10,000 to be employed (after paying the Expences of the Grant) in carrying a Stock of Cattle, &c. and in proſecuting the *Diſcovery*, viz.

100 Shares at £. 100 each is £. 10,000; every Share to be entitled to 1000 Acres of Land, which is for 100 Shares, 100,000 Acres. N. B. [10 miles long by 4 broad, is above 100,000 acres.]

The Expence of the *firſt Diſcovery* to be conſidered as ſo much Money, ſubſcribed, and to be entitled to a proportionate Quantity of Land, Not to be included in the 100,000 Acres, but choſen before any partition is made to the Subſcribers.

The Officers and Men to have the option before their departure from England to receive all or any part of their Wages in Land at the ſame proportion.

The parcels of Land to the Subſcribers to conſiſt of 1000 contiguous Acres determined by *lot*, except where the Subſcriber has more than 10 Shares, in which caſe to have the choice of all parcels above 10, and by *lot* the *ten* and all under;

The Parcels of Land by *choice* made in the following order.

The Land annexed to the *firſt Equipment*.

D° - - - d° - - - Officers and Crew

D° - - - d° - - - Subſcribers of above *ten* Shares;

The

The Subſcriber who has *moſt Shares* to chuſe firſt and ſo in ſucceſſion; if the ſame number, the *firſt choice* of ſuch Subſcribers to be determined by *lot*.

The Subſcribers ſhall not be called on for any other Sum than the expence of the *Grant*, till after the performance of the *firſt Voyage*.

Any Subſcriber may withdraw the Subſcription within 20 days after the termination of the *firſt* voyage, but ſhall forfeit his ſhare of the Grant, and the Money paid for that Grant.

Any Subſcriber neglecting or refuſing to pay his Subſcription when called on, ſhall be excluded from any benefit of his Subſcription, and ſhall forfeit whatever Money he may have paid.

Fundamental and Unalterable Laws.

1. - - - Every Original Proprietor to hold the Land in his own hand, or to grant it, to a Perſon occupying the Soil, at the annual quit-rent of 1 s. per acre.
2. - - - Every Perſon occupying the Soil, ſhall be the Proprietor of it, paying a quit-rent as above, and there ſhall be *no Leaſes*; every Perſon *not receiving wages*, ſhall be conſidered as the *Occupier of the Soil*.
3. - - - All Lands ſhall be regiſtered whether the poſſeſſion comes by purchaſe, grant or Inheritance.
4. - - - No Lands ſhall be granted to other Perſons till all the Proprietary Lands are diſpoſed of, at the

above recited annual quit-rent of 1 s. per acre, or till the Proprietor declares his determination to keep it in his own poſſeſſion, when he is to become reſponſible for the Taxes, and no Taxes (except for Governor's Salary) to be paid by the Proprietary Land till a year after application is made by ſome Perſon for ſuch Proprietary Land; That Land ſhall then become liable to Taxes if the Proprietor does not declare his determination.

5. - - - When any Taxes become due and are not paid, the Land or ſuch part as is neceſſary ſhall be ſold after one month's public notice to pay the Tax, but no property in England, or elſewhere without the limits of the Grant, reſponſible for Taxes.

6. - - - The Land Tax on Proprietary Lands ſhall never exceed 1 s. per acre, whatever other Lands be rated.

7. - - - The Governor to have per annum 3d. per arce from all Proprietary Lands, to be paid by the Poſſeſſor as a Salary to the Governor.

8. - - - All Taxes to be paid by the *Proprietors* of the Land.

9. - - - There ſhall be a Tax on Batchelors or Maidens poſſeſſing Lands or Houſes, equivalent to the maintenance of a wife, which Tax ſhall go to the maintenance of Orphans, or in caſe of being more than ſufficient for that purpoſe, the Surplus to go for the ſupport of Publick Schools.

10. - - - The Taxes to be paid in Money or kind at the option of the Perſon who pays, if paid in kind, to be ſold at a publick Sale to aſcertain the value.

11. - - - No Coin but Copper Money, as in China, and accounts kept in Decimals.

12. - - - When any Land beſides Proprietary Land is granted, the annual Quit-rent ſhall be $\frac{1}{10}$ of the Produce, and the amount of the Quit-rent ſhall be applied to publick works, as *Roads*, *Bridges*, *Peers*, &c.

13. - - - Monthly Accounts of the Receipts and Diſburſements of Publick Money to lie open in the Church on Sundays for the Publick Inſpection of all Ranks. The Governor to have the general diſpoſal of the Publick Money for the Purpoſes for which it is aſſigned, and to give in an annual account to the States.

14. - - - The Grant of all Publick Money, not before ſpecified, to originate from the People.

15. - - - Not more than 200 acres to be poſſeſſed by any *one* perſon, except *original Proprietors*, if more falls in by inheritance or otherwiſe, the Surplus to be ſold by publick Sale.

16. - - - No *Original Proprietor* to poſſeſs more than his original Subſcription, if more falls by Inheritance or otherwiſe, the Surplus to be ſold by Publick Sale.

17. - - - The States to conſiſt of the Governor, the Barons and the People.

18. - - - The Governor on a vacancy to be choſen by the People.

19. - - - The original Proprietors to conſtitute the Barons, to have votes according to the number of their ſhares; to vote in perſon or by proxy.

20. - - - The repreſentation of the people to be free and full; every married Man or Widower who has an occupation by which he ſupports himſelf and Family to have an equal vote. Widows who have children, and ſupport their families by their occupation, to have the ſame privilege as a widower.

20. - - - No Deſcendant of the Barons to the fourth Generation to have any place in the Aſſembly of the People.

22. Women not debarred from Publick Office, but may enjoy their rights in the Publick Aſſembly on the ſame footing as the men.

23. - - - The *People* may remove the Governor from his office, but in that caſe his Salary ſhall be continued during Life; and the Salary of his Succeſſor ſhall be paid by an additional Tax for this purpoſe to be levied from the *People only*.

24. - - - Every Governor at the expiration of five years, if he has conducted himſelf to the ſatisfaction of the People, ſhall have a grant of 1000 acres and a like quantity of land for every *five* years he afterwards continues in the Government ſo long as any Land unoccupied remains, which Lands ſo granted ſhall be conſidered on the ſame footing as the Original Proprietray Lands.

25. - - - All Men able to bear Arms from 18 to 60 years of age ſhall be a Militia obliged to appear in arms at the ſummons of the Governor on any Publick danger, on penalty of forfeiting Land and Property.

26. - - - No Perſon to be impriſoned for debt, or for any offence, but ſuch as make their being left at liberty dangerous to the Society.

27. - - - All matters of diſpute or offence to be determined on the ſpot within three days by a Jury of 13 Perſons from the next Pariſh; The Party againſt whom the deciſion is given ſhall have a freedom of appeal to the *ſame Jury* at any future time; the number of Jurymen on the 2^{d} Trial ſhall not be leſs than 9, of which number 7 ſhall be required to agree in reverſing the former decree.—The Jury to meet in the Church, and not to drink any thing but water during the Trial.

28. - - - No Perſon ſhall exerciſe the Profeſſion of Law, by counſel or otherwiſe, for *hire* or *fee*, on penalty of forfeiture of all his property and perpetual impriſonment.

29. - - - Priſoners ſhall be kept in ſeparate chambers without any communication with each other.

30. - - - The owner of a Mad-dog which bites any body ſhall be diſqualified from all publick office, and forfeit half of all property to the Heirs of the Perſon bitten.

31. - - - No Crimes but Murder, Rape, Sodomy and Beaſtiality ſhall be puniſhed with Death, *obvious intention* to be conſidered as perpetration.

32. - - - What comes by Inheritance ſhall be unalienable and go by Inheritance: all other property at the diſpoſal of the Poſſeſſor.

33. - - - The Publick Worſhip to be adapted to all Religions and Sects, Private Opinions and Worſhip left free.

34. - - - No other Law to take place till approved by the *People* and *one* of the *other Eſtates*; The refuſing Eſtate allowed to enter a *Proteſt*, and *no Law*, except theſe perpetual Fundamental and unalterable Laws, to continue in force longer than *one* year; but then to expire, unleſs ſpecially renewed.

When the number of the People entitled to vote ſhall exceed 200, then the People to chuſe Repreſentatives, the choice of Repreſentatives to be made by the Married Men, Widowers and Widows as before-mentioned, and the Conſtituents may recal at pleaſure their Repreſentatives and appoint others.—And any Man who *ſolicits* a *Vote* ſhall be diſqualified from the office, and liable to a *Fine* equivalent to $\frac{1}{2}$ his annual income.

The number of Rrepreſentatives never to exceed 200 in all; but the Votes of the Repreſentatives to be in proportion to the number of the Conſtituents who

who ſent them, thus 20 Families ſending *one* Repreſentative, and 10 Families *one* Repreſentative; the Repreſentative of the 20 Families ſhall have *two* votes; the ſmalleſt number of Families which ſhall ſend a Repreſentative, to be determined by the Governor, but the Repreſentation to be free and equal.

One meeting for *debate*, the next for *voting*, where the *Debate* ſhall not on any conſideration be admitted to be renewed—and all votes ſhall be taken by Ballot, in ſuch a manner as to prevent all conjecture on what ſide the Vote was given.

No Perſon to be admitted as a Subſcriber who does not agree that the before-mentioned ſhall be perpetual, Fundamental and unalterable Stipulations, and no Grant or other diſpoſal to be made of their Proprietary Lands, or of other Lands, to any Perſon who does not agree to theſe Stipulations, a Breach whereof ſhall forfeit their rights and Poſſeſſions.

Auguſt, 1772.

Extract from the Geographical Deſcription of Terra Magellanica by Captn Dn Fraº de Seixas y Lovera.

Madrid 1690. 4°.

P. 28. " *OF the Diſcovery which Antonio de la Roché made of another New Paſſage from the Nº. Sea to the Sº. Sea.*

" The Occaſion of this Diſcovery was, that at Amſterdam a Ship of 400 Tons and a Bilinder of 80 Tons, having been fitted out with their Cargoes to go to trade on the Coaſts of the Sº. Sea on behalf of different Dutch and Engliſh Merchants, who loaded them at the ſaid City and Bay of Cadiz in 1671. And having ſailed from that Bay, and touched at the Canary Iſlands, and River Gambia on the Coaſt of Guinea, paſſed by Strait Le Maire into the Sº. Sea, where having ſold his Goods at different places on the Coaſt, and particularly at Guayaquil and Realejo whither they were directed from Europe. From which Voyage the ſaid Ship and Bilinder having returned to Rotterdam laden with much Riches, an Aſſiſtant of the Pilot, and another Young Frenchman, went to Cadiz in 1673,

* This Seixas, ſays he, took from a Deſcription of de la Roché, privately printed in London in 12 Sheets, folded in 4°. in 1678, in the French Idiom.

after having returned from the ſaid Voyage in the ſaid Veſſeles to the S°. Theſe talking in Cadiz with Antonio de la Roché an Engliſh Merchant (altho' Son of a French Father, and born at London) mentioned to him the great Profit which thoſe concerned in this Voyage made, which induced Antonio de la Roché to make offers to the ſaid Pilot and Frenchman to make ſuch another Voyage: For which purpoſe ſettling his affairs he went with them to London the ſame year, and from thence to Hamburgh, where they fitted out a Veſſel of 350 Tons and a Bilinder of 50 Tons, which they loaded, carrying in the two Veſſels 56 Men, wherewith they arrived in May 1674 at Teneriff, where they bought Wine and Spirits and other Neceſſaries for their Voyage to the S°. Sea. Making ſo proſperous a Run that as the ſaid Derrotero ſays, having left Teneriff 5th July, they paſſed the Strait Le Maire, 18th Septr. and thence directly to the Coaſt of Peru, where having ſold a ſmall part of their Cargo, they returned to careen their two Veſſels and refreſh their People on the Coaſt of the Iſland Chiloe, where having taken on board all kinds of Proviſions for the Paſſage to Europe, and being ſolicitous to paſs by the ſaid Strait Le Maire in April 1675, they could not, the Winds and Currents having carried them ſo far to the Eaſtward; and being unable to return towards the Land of the Strait of Magellan, nor to make Staten Land to ſail into the N°. Sea by Brower's Strait, and ſeeing that it was far advanced in April and beginning of Winter in that

Climate,

Climate, it would be much if they eſcaped with Life, particularly as they had no Knowledge or Intimation of the Land which they *now began to ſee toward the Eaſt* (q. nuevemente iba viendo azia el Oriente) which making and uſing all endeavours to get near it, they found a Bay, in which they anchored cloſe to a Point or Cape which ſtretches out to the S E with 28. 30. and 40. fath. Sand and Rock, in which ſituation they had ſight of ſome Snow Mountains near the Coaſt, with much bad Weather; they continued there 14 days, at the end of which time having the Weather cleared up, they found they were at the end of that Land, near which they anchored, and looking to the S E and South, they ſaw another High Land covered with Snow, leaving which, and the Wind ſetting in gently at S W (rebaſſaron como pudieron) and ſailed out in ſight of the ſaid Coaſt of the Iſland which they left to the Weſtward, ſeeing the ſaid Southern Land in the ſaid Quarters, it appearing that from one to the other was about 10 leas. little more or leſs, and that there was a great Current to the N E, to which Point ſailing, and ſteering E N E they found themſelves in the N°. Sea, in 3 Glaſſes diſemboguing thro' the ſaid Paſſage, which they ſay is very ſhort; for the Land which appears to form the ſaid New Iſland is ſmall; which leaving and ſailing one whole day to the N W, the Wind ſet in ſo ſtrong and ſtormy at S°. that they ſailed other 3 days to N°. till they were in 46° where appearing to be now ſecure they ſay, that coming in

queſt

queſt of the Bahia de Todos Sanctos, they found in 45° S°. a very large pleaſant Iſland with a good Port toward the E. Side in which they found Water, Wood and Fiſh, but ſaw no People, notwithſtanding they ſtaid there 6 days, at the end of which they paſſed to the Bay of All Saints in Brazil, and from thence to the City of Rochelle in France, where they arrived 29th Sept. 1675."

Scixas, p. 74. " La Roché, ſpeaking of the Variation, ſays that near the E. C^t. of his Strait, he found the Needle vary 19° (A de la Roché en ſu Derrottero, fol. 22. 23.")

Two Voyages made in 1698, 1699 and 1700,

By

Dr. EDMUND HALLEY,

Publiſhed from the Original Manuſcript

In Poſſeſſion of

THE BOARD OF LONGITUDE.

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ADVERTISEMENT.

THE Voyages of the celebrated Dr. Halley are now publiſhed for the firſt time; the Board of Longitude, in whoſe poſſeſſion the Original MSS. are, having been ſo obliging as to communicate them to me for this purpoſe.

The name of Dr. Halley will probably raiſe expectations in the Publick which his Journals will be far from ſatisfying; this has induced me to give the Journals *verbatim*, that the reader may be ſatisfied there is no ground to complain of the *Editor's omiſſions:* although, I think, had the *ſecond* voyage been reduced to *tables* it would have been more diſtinct.

The Journal of Dr. Halley's *firſt* Voyage is written on ſundry *ſcraps* of paper, and ſome parts repeated in different places, and ſo blended that it was a very difficult matter to make it out intelligibly; I find no account at all of his departure from Barbadoes, ſo that there is a deficiency of a few days in this part of the voyage; and the concluſion is alſo wanting.

The MS. obſerves * *before* the Variation ſignifies it was obſerved in the Morning, * *after* it, in the Evening.

Soho-Square,
24th July, 1773.

ALEXANDER DALRYMPLE.

Dr. HALLEY's

FIRST VOYAGE.

October, 1698.

Th. 20. WIND WSW a ſmall gale, I ſailed from Deptford about noon, and the next day we anchored in Graveſend Reach, about half a mile below the Town, I returned to London to ſettle my accounts with the Victualling Office.

Tu. 25. I returned aboard, and that day we fell down over againſt Hole Haven. Wind at W.

W. 26. Wind S W; we went through the New Channel, and about 4 in the evening came to an anchor near the Buoy of the Red Sand.

Th. 27. It proved calm all day, the little wind that was, at SSW.

Variation obſerved 7°. W.

F. 28. Little wind at SW and SSW, we weighed to go over the Flats, but made little of it, till after noon, when there ſprung up a ſtout gale of N E wind, with which we paſt the Narrows, and anchored in Margate Road.

October, 1698.

Sa. 29. Wind at E and ENE. We weighed at peep of day, and turned it through the Gull Stream, where to my great diſſatisfaction I found the weakneſs of my Crew, and that our Veſſel was very leewardly, for all the Ships out turned us and went away before us.

Su. 30. The Wind blew ſo hard at N that we were forced to hand our topſails, about 2 the Iſle of Wight bore from us NNW the body of it, but it being covered with Snow, ſome that ought to have known it better, took it for Portland. In this bad weather we found our Ship leaky, and our pumps brought up abundance of our Sand-Ballaſt; at night we tried under a Mainſail, and drove to the ſouthward.

M. 31. In the morning we were out of ſight of Land, ſo we hauled in for the ſhoar, Wind at NE, and made the high Land of St. Albans all covered with Snow: but being gotten the length of Portland, the wind took us ſhort at W, and forced us into Portland-Road, and I got an opportunity to inform the Admiralty of our being ſo leaky, and that we thought it proper to have her ſearcht, and our Ballaſt ſhifted for Shingle, for that we found the Sand to ſtoke and gall our Pumps.

November, 1698.

Tu. 1. I diſpatched my Letter to the Lords out of Portland-Road, it being calm, deſigning either for Portſmouth or Plymouth, as the wind ſhould preſent that next blew, having prayed orders to both places to refit us. In Portland-Road I obſerved the Variation $6\frac{1}{2}$ W.

W. 2. In the morning the wind came up at SW a freſh gale and we weighed and ſtood in to the Needles, but the Tide of Ebb running ſtrong out we could ſcarce ſtem it, and made it night before we got to an anchor, which we did

November, 1698. did a little to the Weſtward of Yarmouth in the Iſle of Wight.

Th. 3. Wind at SW, we weighed and came about one to an anchor at Spitthead, where we found Capt. Fowles Commodore in the abſence of Admiral Bembow.

F. 4. We fired five guns, and hung out all colours for the King's day; the Wind blew ſo hard weſterly that we could not go into the Harbour.

Sa. 5. We fired five guns for Powder Treaſon; in the night it blew ſo hard that moſt of the Ships drove, and we let go our ſheet anchor to hold us. A French Merchantman being a little too near the Spitt, had like to have been loſt on it having ſtruck ſeveral times.

Su. 6. Fine Weather and ſoutherly Winds, we got into the Harbour, where we found order to ſearch us and ſhift our Ballaſt. The Commiſſioner and Officers ſhewed great readineſs to diſpatch us.

M. 7. }
Tu. 8. } They got all things out of us, and on
W. 9. }

Th. 10. We got into the Dock. The Variation in Portſmouth Harbour 7°. W.

Tu. 15. She came out of the Dock, having been thoroughly ſearcht, and a new coat given her; 'twas the opinion that her Leaks proceeded from the Spikes that brought on her dubling; and ſplit the Planks.

W. 16. We got in our Shingle Ballaſt, and by

F. 18. All things were put on board again and ſtowed, but the Wind continued blowing ſo hard at W and WSW, that there was no ſtirring till

Tu. 22. This day, having a moderate gale at NW, we went out of Portſmouth Harbour, and joined Admiral Bembow at St. Helens, ſaluting him with five pieces, and he

November, 1698. returned me as many. I ſent my Lieutenant with my reſpects to him and to entreat him to take care of us.

W. 23. This morning it blew extream hard at W and W b S; we loſt our ſmall boat, being ill belayed, from our Stern, and it being a great ſea and the night dark we could not recover her.

Th. 24. } It continued to blow extream hard about the W, ſo
F. 25. } that I could not go on ſhoar to get another boat, with-
Sa. 26. } out which I cannot proceed.

Su. 27. The gale moderating I waited on the Commiſſioner who readily granted me another boat.

M. 28. The boat was delivered me and that night carried on board.

Tu. 29. Early in the Morning the Wind came up to NE and after to NNE and blew a fine gale, and Admiral Bembow gave the Signal for ſailing; ſo we got up our anchors, and by two of the clock we were all under ſail.

W. 30. We ſteared down the Channel WSW, wind NNE, at Noon the Start bore N b E from us 6 or 7 leagues: So I judge myſelf in Latitude 49°.50′ and Longitude to the Weſt from London 4°.0′. Hence I take my departure.

Decem-

Dec. 1698.	Wind.	True Course.	Miles.	Latit. Corr.	West Long. fr. Lon.	Variation.	
Th. 1.	NNE. SbW	W 10° S	77	49°. 37′	5°. 57′		1. About noon all at once the wind veered from the SbW to the NNW with a stout gale both ways, which the Admiral told me when I waited on him was a thing a man might use the sea all his life-time and not see the like.
Fr. 2.	NNW to NWbN	S 31 W	156	47. 23	8. 0		
Sa. 3.	NNE	S 37 W	79	46. 20	9. 10		
Su. 4.	NE	S S W	96	44. 51	10. 3		
M. 5.	ENE	S 2 W	133	42. 38	10. 9	*5°. 30′	
Tu. 6.	SE	S 29 W	89	41. 20	11. 7		3. In the afternoon waited on Admiral Bembow on board his ship.
W. 7.	EbS to S	S 26 W	75	40. 12	11. 50		
Th. 8.	SbW to E	S 31½ W	52	39. 28	12. 25	*5. 0	
Fr. 9.	E to SSE	S 18 W	66	38. 25	12. 51		
Sa. 10.	ENE	S 17 E	145	36. 6	11. 57	*4. 20*	
Su. 11.	E to SE	S 9 W	97	34. 30	12. 15		
M. 12.	E	S	72	33. 18	12. 15		
Tu. 13.	SSE	W 29 S	110	32. 25	14. 9		
W. 14.	SSE to SW	W	45	32. 25	15. 3		
Th. 15.	SE to EbS	*W 10 S	55	32. 15	16. 7		

This day about 11^{h}. the Southern of the two *Ilhas Desiertas* was seen, the South point thereof bearing WbN about five leagues off.

About 4^{h}. we came up with it and then hauled in for the *Island of Madeira* NWbW we lay by 'till the Moon rose, and then the Admiral made a trip to windward the better to recover the *Road of Fonchiall*.

F. 16. By Noon, December 16th we were got close in with the Town, but the Admiral stood off and on and would not anchor, so I went on shore in order to get my Wine, and that night the Admiral left us.

* One MS. says W 10½ S.

On

December, 1698.

On account of the Holidays and the great Suff of the Sea, I could not get my wines off till

T. 20. In the Evening.

I obſerved the *Town of Fonchiall* to lie duly in 32°.30′N. and by my reckoning the Longitude thereof is 16°.45′ or 1$^{h.}$ 7$^{m.}$ W. from London. The Variation obſerved on ſhore was juſt 4°. to the Weſtward.

W. 21. Early in the Morning we weighed and ſtood out of *Fonchiall Road*, and at Noon the *Town* bore NEbE about 5 leagues; we being bound for the *Cape de Verde Iſlands*, I directed my Courſe for the *Iſland of Sall*, which is about 5°.½ more weſterly than *Madeira*.

Dec. 1698.	Winds.		True Courſe.	Miles.	Lat. Corr.	Weſt Long. fr. Lon.	Variat.
W. 21.	ENE		SWbS	15	32°.20′	16°.55′	
Th. 22.	ENE.	NE	S 41½ W	134	30. 40	18. 39	
F. 23.	NE.	ENE	*SW	110	29. 19	20. 5	
Sa. 24.	NE.	NNE	S b W	76½	28. 4	20. 22	
Su. 25.	NNE.	NbE	S b W	77½	26. 48	20. 39	
M. 26	NE.	NEbE	S b W	117	24. 53	21. 4	
Tu. 27.	NNE		S b W	114	23. 1	21. 28	
W. 28.	NNE.	NE	S b W	111	21. 12	21. 51	*2°. 0′*
Th. 29.	NNE.	E	S	89	19. 43	21. 51	
F. 30.	E.	ENE	S	103	18. 0	21. 51	
S. 31.	E.	NE	‡S. WSW	71	16. 50	22. 0	

This Morning we lay by for *Sall*, and as ſoon as it was day the *Iſland* appeared in *four hills*, bearing from the SWbW to SWbS about ſix leagues off.

* One MS. in pencil ſays S 42½ W.
‡ One MS. ſays S 7 W 71 miles.

The

January, 1698—1699. The Latitude of the *middle* of the *High Land of Salt* is juſtly 16°.40′ N, and its Longitude 22°.W. from London.—Cloſe under the lee of *this Iſland* the Variation was but *half a degree* Weſterly.

I could not go on ſhore here by reaſon of the great Suff of the Sea; ſo at Evening I bore away for *St. Jago* SSW to avoid a *ſunk rock* that lies in the fair-way between *Bona-viſta* and *St. Jago*.

M.2. The next day at 10 in the Forenoon we paſſed thro' a ſtreak of Water in appearance turbid, but when in it we took up ſome of the Water and it was full of ſmall *tranſparent globules* ſomewhat leſs than white peas, their ſubſtance appeared like that of our *Squids* or *Urtica Marina*, but interſperſed with very ſmall blackiſh ſpecks, theſe globules were ſo numerous as to diſcolour the Sea, and there were two or three ſorts of them: Our People took them for *Spawn of Fiſh*, but I believe them a ſmall ſort of *Squids*.

At 6h. the *North Point* of *St. Jago* was ſeen bearing *South*. So I went away S b E and by three in the Morning under the *High Land* of *St. Jago* it fell calm for ſix hours.

By Noon the *Eaſt Point* of the *Iſland* of *St. Jago* bore S°. and the *body* of the *Iſle of May* E N E*. and a freſh

* [Another Paper ſays]

Jan. 1698-9.	True Courſe.	Miles.	Lat.	Long.
Su. 1.	S W b S	65	15°.56′	22°.37′
M. 2.	S 15½ E	54	15. 4	22. 22

At Noon the *Eaſt Point* of the Iſland St. Jago bore S°. and the body of the *Iſle of May* E b N ½ N. and that ſame Evening we came to an anchor in *Praya Bay*.

gale

gale arising at NE. we came that Evening into the *Bay of Praya* on the *South side* of *the Island*, Lat. 14°.50′ N. Long. by reckoning, 22°.30′ W.

The *Isle of May and Sall* are justly due N°. and S°. from each other.

Having filled all our casks and gotten wood of the Governor at a very extravagant price, we stood off to sea, for the *Island of Trinidada* to refresh there. The Sun's Amplitude this Morning was 22°.20′. and the Moon's then setting 16°.40′. At Noon

Jan. 1698-9.	Wind.	True Course.	Miles.	Latitude.	West Long. fr. Lon.	Variation.
F. 6.	———	———	———	14°.39′N	22°.25′	
Sa. 7.	———	SE b S	171	12. 16	20. 48	
Su. 8.	———	———	142	10. 18	19. 27	
M. 9.	———	———	132	8. 28	18. 12	1°.W
Tu. 10.	———	S 40° E	128	6. 50	16. 50	
W. 11.	———	E 38½ S	87	5. 56	15. 42	
Th. 12.	———	S 26½ E	62½	5. 00	15. 14	
F. 13.	———	S 29½ E	12½	4. 49	15. 8	
Sa. 14.	———	S 18½ E	9½	4. 40	15. 5	*No Variation.*
Su. 15.	———	Calm	———	4. 41	15. 5	
M. 16.	———	S	38	4. 3	15. 5	
Tu. 17.	———	S	63	3. 0	15. 5	
W. 18.	———	W 37 S	5	2. 57	15. 9	
Th. 19.	———	S 2½ W	22	2. 35	15. 10	
F. 20.	———	W 25½ S	23	2. 25	14. 49	
Sa. 21.	———	S 17 E	10½	2. 35	14. 46	
Su. 22.	———	N N W	37	2. 49	15. 00	A great set to the Northward
M. 23.	———	W b N	41	2. 57	15. 40	*No Variation.*

Tu. 24.

Jan. 1698-9.	Wind.	True Course.	Miles.	Latitude.	West Long. fr. Lon.	Variation.	
Tu. 24.	———	W 14° S	53½	2°.44′N	16°.32′		
W. 25.	———	W 20 S	65	2. 22	17. 33		
Th. 26.	———	S 24½ E	12	2. 11	17. 28		
F. 27.	———	W 4½ N	13	2. 12	17. 41		
S. 28.	———	S W b S	14½	2. 0	17. 49		
Su. 29.	———	W b S	29	1. 54	18. 17		Great riplings as of overfalls of a current
M. 30.	———	S W	14	1. 44	18. 27		
Tu. 31.	———	S	10	1. 34	18. 27		
February.							
W. 1.	S S W to S E b E	S 15 W	24	1. 11	18. 33	1. E*	
Th. 2.	S E	S 35½ W	34	0. 43	18. 53		
F. 3.	S E b S	W 30½ S	34	0. 26	19. 22	*1. ⅓ E*	
S. 4.	S. S S E	W 16 S	32	0. 17	19. 53		
Su. 5.	S b E to S S W	S 27 E	11	0. 12	19. 43		I find myself set by a strong stream to the Northward
M. 6.	S E b S to S W b S	N 7 W	8	0. 20	19. 44		
Tu. 7.	S E b E	S W b S	29	0. 4 S	20. 00		
W. 8.	E S E	S S W	32	0. 34	20. 12	*1. ½ E	
Th. 9.	S E b E	S 27 W	20	0. 52	20. 21		
F. 10.	E b S	S 9½ W	18	1. 10	20. 24		This Morning we lay by to scrub our ship
S. 11.	S E. E b S	S 16½ W	39	1. 47	20. 35		
Su. 12.	S b E. S E b S	W 20 S	23½	1. 55	20. 57	*2. ½ E*	
M. 13.	S E to N E	S 16 W	26	2. 20	21. 4		
Tu. 14.	W. W N W	S	53	3. 13	21. 4		Rain all day
W. 15.	N N E. E S E	S 21 W	14	3. 26	21. 9		This Morning I observed the ☽ apply to a Star *in fascia* ♐ ii and concluded myself 160 leagues more westerly than our account, and but 50 leagues to the East of *Fernando Loronha.*
Th. 16.	E S E	W 21½ S	60	3. 48	22. 5		
F. 17.	E S E	W 2½ S	72	3. 51	23. 17		
S. 18.	———	W 14½ S	24	3. 57	23. 40		

This

January, 1698-9.

S. 18. This Morning between two and three looking out I found that my Boatſwain, who had the Watch, ſteered away N W inſtead of W (we now bearing down Weſt for the *Iſland* of *Fernando Loronho*) I conclude with a deſign to miſs the Iſland, and fruſtrate my Voyage, though they pretended the Candle was out in the Bittacle and they could not light it. About three in the Afternoon we made *the Iſland*, about ſix leagues off us, bearing S W b W.

The next day we came to an anchor under the lee of the Iſland, having narrowly eſcaped a *ſunk Rock*, that lies off the *SW Point of the Iſland*.

I went on ſhore to ſee what the Iſland might afford us, but found nothing but *ſmall Turtle Doves* and *Land Crabs* in abundance, neither *Goats* nor *Hogs*, nor any *People*; we ſaw many *Green Turtle* in *the Sea*, and in ſome places their tracks on the Sand, but could catch none, by reaſon of the great Suff of the ſea; we ſearcht the whole *Lee-ſide* of the *Iſland*, but found no *freſh water*, we lookt not on the *windward-ſide* becauſe we found ſuch a Suff on the *Lee-ſide*. Here we again ſcrubbed our ſhip and got ſome *Wood*; we ſet up all our Shrowds and brought our Maſts more aft.—

The *Iſland* is but ſmall, about ſeven miles long and very narrow; the middle thereof is in Latitude 3°.57′ S. and Longitude by reckoning from London 23°.40′ W. The appearance thereof, when the *High Pico* like a Steeple bears S W b W five leagues off, is thus *.

At this Iſland a four o'clock Moon makes *high water*, and it riſes about ſix foot on a Spring. The Variation obſerved on Shore was not fully 3°. E.

* This View is not amongſt Dr. Halley's Papers.

Want-

February 1698-9.

Th. 23. Wanting water I reſolved to go directly for *Pernambuco*, and accordingly I ordered our Courſe, ſuppoſing I might confide in the Charts for ſo ſmall a diſtance, Five ſeveral Draughts making the Weſting to be from 210 to 240 miles, and the difference of Latitude being 4°. I ſteared away SSW and having made but 102 miles Meridian Diſtance we fell in with the Coaſt of *Braſile* in the Night, in the Latitude of 7°.6′ S. to my great ſurprize, the whole diſtance ſailed being but 222 miles.

Feb. 1698-9.	Wind.	True Courſe.	Miles.	Lat.	Long.	
Th. 23.	———	S W b S	21	4.°14′S	23°.50′W	At Noon *the Iſland* Fernando Loronho bore NE b N about 7 leagues diſtant.
F. 24.	E S E	S 25 ½ W	61	5. 9	24. 16	
Sa. 25.	S E b E	S 21 ½ W	92	6. 35	24. 50	
Su. 26.	S E b E. E b S	S 44 W	43	7. 6	25. 20	

We fell in with *the Coaſt of Braſile* this 26th February, in the Morning about three of the Clock and came to an anchor, fearing foul ground, it being moderate weather; when it was day *Cape Blanco* bore SSE about ſeven miles off*, and *Cabo Dello* N b W about the ſame diſtance from us, in five fathom water, ſandy ground.— We had not yet made half our Weſting as the Charts have it, five ſeveral of my own made it from 210 to 240 miles, but we found it but 100 miles, which all people bound that way ought to obſerve, nor can Currents be the whole cauſe thereof, for we were but 60 hours in our paſſage, and obſerved no Current where we rode at anchor.

* Another Paper ſays two or three leagues.

March, 1698-9. I hoped to have obſerved the Eclipſe of the Firſt Satellite of Jupiter on March the —— in the Morning; but the great height of the Planet, and want of a convenient ſupport for my long Teleſcope made it impracticable, ſo I was forced to be ſatisfied with the obſervation of the end of the Eclipſe of the Moon, March 5th in the Evening, which, as well as I could diſcern it through the Clouds, ended at $6^{h.}\ 17^{m.}$ and the Moon appearing clear at $6^{h.}\ 22^{m.}\ \frac{1}{2}$ was in a Penumbra ſo thick, that I could not judge the Eclipſe ended above five or ſix minutes. And the Night we fell in with the Coaſt, viz. February 25th I obſerved the *Moon* to apply to the *Bull's Eye*, and that the *Star* was in a right line with the *Moon's horns* when it was 10°. 26′. high in the Weſt, or at $10^{h.}\ 11^{m.}\ 44^{s.}$ from both which obſervations I conclude the Longitude of *this Coaſt* full 36°. W of London; wherefore we have been ſet by the *Currents* to the Weſtwards, during the long calms, *not leſs than* 200 *leagues*.

The Variation accurately obſerved on ſhoar was 2°.44′.

On Sunday, March 12th, we left the *Coaſt of Braſile* and ſtood to the Northward, upon a wind to get an offing, and by Noon *Cape Dello* bore SW of us about 4 leagues diſtant, and by obſervation

March 1698-9.	Winds.	True Courſe.	Miles.	Latit.	Long. Correct.
Su. 12.	SE. SEbE	——	——	6°.48′S	35°.50′W
M. 13.	D°	E 35 N	49	6. 20	35. 10
Tu. 14.	D°	NNE	65	5. 20	34. 45
W. 15.	ESE. SEbE	NEbN	48	4. 40	34. 18
Th. 16.	SE. SEbE	NNE	65	3. 40	33. 53

Thus

March, 1698-9. Thus far we kept as near the wind as we could to gain an offing from the *Coaſt of Braſile*; but finding myſelf ſet 68 miles to the Northward in theſe four days beyond our log, and the Winter Seaſon in the Southern Climates advancing apace, I conclude the Northerly Currents already made, and that as we are but foul and but ill by a wind, we ſhall not be able to weather Cape *St. Auguſtine*, at leaſt without great loſs of time, which will oblige us to winter in *Braſile*; and my Officers ſhewing themſelves uneaſy and refractory, I this day choſe to bear away for *Barbadoes* in order to exchange them if I could find a flag there, ſo at 6 in the Morning I bore away North, and at two Afternoon NW.

March, 1698-9.	Wind.	True Courſe.	Miles.	Latit.	Weſt Longit.	Variation.
Fr. 17.	SE	N 40°½W	85	2°.35′S	34.°48′	
Sa. 18.	NNE. NEbE	N 37 W	55	1. 51	35. 21	3°.—′E
Su. 19.	NE	W 43 N	58	1. 12	36. 3	
M. 20.	NE	NW	93	0. 7	37. 9	
Tu. 21.	NE	W 43 N	120	1. 15N	38. 37	
W. 22.	NE	NW	98	2. 24	39. 47	
Th. 23.	NE b N	W 13 N	106	2. 48	41. 30	
Fr. 24.	NE	NW	114	4. 10	42. 50	
Sa. 25.	———	NW	123	5. 37	44. 17	By Morning and Evening obſervation compared juſt 4°.— E
Su. 26.	———	W 38 N	115	6. 48	45. 48	
M. 27.	———	W 42 N	124	8. 10	47. 20	Carefully obſerved full 5°.
Tu. 28.	———	W 39 N	119	9. 25	48. 53	5·¼
W. 29.	———	W 40 N	106	10. 33	50. 14	
Th. 30.	———	W 37 N	99	11. 32	51. 33	Much about ½ a point E.
F. 31.	———	W 35 N	121	12. 42	53. 12	
April.						
Sa. 1.	———	W 15 N	125	13. 14	55. 16	4. 45

This

April, 1699.

S. 1. This day about 6 in the Evening, the Sun then ready to ſet, we diſcovered the tops of the *Iſland* of *Barbadoes*, at ſuch a diſtance as it was ſcarce poſſible to ſee it farther, it bearing W and W b S by Compaſs, about 8 leagues off as we judged. So that by reckoning there is but 20°. of Longitude between *Cape Dello in Braſile* and *the Barbadoes*; but by Celeſtial Obſervation *the Barbadoes* is 59°. more Weſterly than London, ſo that we have been ſet 60 leagues to the Weſtward.

We went away S W till 10^{h}. and then lay by 'till day with our head to the Southward, and by Morning

Su. 2. We were ſo far to the Southward that we could ſcarce ſee the *Iſland* bearing N N W. My Lieutenant then having the Watch clapt upon a wind, pretending that we ought to go to windward of the Iſland, and about the North end of it, whereas the road is at the moſt Southerly part almoſt: He perſiſted in this Courſe which was contrary to my orders given over-night, and to all ſenſe and reaſon, 'till I came upon deck; when he was ſo far from excuſing it, that he pretended to juſtify it, not without reflecting language, about 6 I commanded to bear away N W and N W b N, and before 11 we came to an anchor in *Carliſle Bay*.

I was ſolicitous to get the true Longitude of this *Iſland*, which from the accounts I had had from others, I knew to be about 59°. to the Weſtward of London.

The Emerſions of Jupiter's Satellites were very proper for my purpoſe, but having been by Clouds defeated of thoſe on the 6th and 13th of April in the Morning, I reſolved to attend to the next which was to fall out the 14th day, a little before Midnight, I got all things ready,

and

April, 1699. and found that at $11^{h.}$ $50^{m.}$ after Noon, the Satellite was very ſmall as beginning to diſappear, when the wind ſhaking my Tube, I was willing to get a more covered place to obſerve in, that I might be more certain, but when I again got ſight of the Planet, the Satellite appeared no more, viz. after $11^{h.}$ $52^{m.}$ If this have been obſerved in Europe, the Longitude of *Barbadoes* will be ſufficiently determined thereby; but ſuppoſing Mr. Caſſini's Tables true, and the Immerſion at $11^{h.}$ $51^{m.}$ which it was very nearly, the Longitude of the Iſland *Barbadoes* from London will be 59°. 5′. ſo that I have been ſet about 3°. to the Weſtwards, in this run from *Braſile* to *Barbadoes* beyond my reckoning.

Variation ſeveral times obſerved both on board and aſhore was as near as might be full 5°. E.

[Here ſome part of the Journal is wanting.]

In this Courſe we ſaw on Thurſday Morning the *Iſle of Martinica*, which is much bigger than *Barbadoes*, reaching in Latitude from 14°. 20′ to at leaſt 14°. 50′, and there is a *high flat hill* very remarkable in Latitude 14°. 30′. and Long. 60°. 30′.

Saturday 22d at Noon, we made *Deſſeada* as far as we could well diſcern it, it being ſomewhat hazey; the Latitude thereof is 16°. 23′. and before Sunſet having ſteered away W b N about 10 leagues we made the *Iſland* of *Antegoa* the *higheſt Land* bearing about W N W.

Su. 23. Sunday 23d, about $11^{h.}$ we came to an anchor in 7 fathom on the *outſide* of the *ſhole*, which lies to the *Weſtwards* of *Antegoa* about a league from ſhore, and the ſame morning we brought our fore-topmaſt by the board

April, 1699. board a third time: having abroad fiſht him twice, we were obliged to uſe our ſpare-topmaſt, which we now fitted for a fore-topmaſt.

The next day [Monday 24th] I delivered the Governor of Barbadoes his letter to Col. Collingwood, and after we had got up our fore-topmaſt, I ordered the Boats to get what wood they could, having found it a very ſcarce commodity at *Barbadoes*, and *here* by reaſon of the great Suff of the Sea we found it ſomewhat difficult to get it off.

I attended the Immerſion of the firſt Satellite of Jupiter which happened the 29th in the Morning about half an hour paſt three, but tho' the night were generally clear yet at the time Jupiter was intercepted by a cloud, and the opportunity loſt.

Here I often obſerved the Variation to be very near 5°. Eaſterly as at *Barbadoes*. The *high Land* of *St. Chriſtopher's* bore neareſt WNW, *Nevis* W b N: *Redondo* WSW*, and *Monteſerrat* SW b S *per* correct Compaſs; and ſometimes part of *Guadalupe* appeared in the S b E, but at a great diſtance.

I was unwilling to wait here any longer, finding it abſolutely neceſſary to change ſome of my Officers, which I found I could not do, without returning into England, ſo I reſolved to fill all my caſks with water at *St. Chriſtopher's*, which is the beſt in all the Iſlands, and eaſieſt to come by; and accordingly

April 29th, after Noon, we weighed and having anchored in foul ground our anchor brought up a rock of vaſt bigneſs, ſo that we could ſcarce purchaſe it with our windlaſs, and whoſe weight raiſed our ſtern about eight inches; it gave us ſome trouble to clear it, but by

* Another Paper ſays, "*Redondo* 17°. 00'. 61°. 5'."

Sunſet

April, 1699. Sunſet we got it off the Fluke of the Anchor, and made ſail.

Su. 30. The next Morning, April 30th, we were gotten cloſe under *Nevis*, the *high Land* of which took away our wind ſo that we were becalmed 'till near Noon, when a gale ſpringing up at ENE we ſtood over for *St. Chriſtopher's*.—At Noon we were in the Latitude of 17°. 19′. Long. 62°. 16′, the *N°. Point* of *Nevis* and the *S°. End* of *St. Chriſtopher's* being then juſt ſhut in one and bearing due *Eaſt*.

About 3 we were again becalmed for ſeveral hours off of *Palmito Point* the *high Land* taking away our wind: But a little before Sunſet we had a fine gale off ſhore, with which we turned into the *Old Road*.

Here the water proving excellent good, I ordered our empty ciſterns to be filled with it, and all the caſks, and to ſtow away all things as conveniently as might for a long run. We found all ſorts of proviſions dear and ſcarce here as at the other Iſlands, but at *Anguilla* we were informed they were more plentiful.

I found the Variation here to be 5°. 30′ Eaſterly, and the Latitude of the *Old Road* 17°. 30′.

May, S. 6. About Sunſet we weighed out of *St. Chriſtopher's* Road, and that night paſſed betweeen *St. Euſtachia* and *Suba*.

The next Morning by day *St. Bartholomy* bore *Eaſt*, being *ragged Land* appearing like *Rocks*, and the *high Land* of *St. Martin's* bore NE.

Su. 7. At Noon, Lat. 18°.10′. Long. 62°.50′. The *North Part* of *St. Martin's* cloſed in with the *South Part* of *Anguilla* then bore *Eaſt* due. That Evening I came to an anchor in the *Road* of *Anguilla*, which is a

May, 1699. *white ſandy bay* to leewards about four miles from the *Weſt* Point of the Iſland: Here by ſeveral obſervations I found the Variation 5°. 15′ Eaſt.

M. 8. } The 8th and 9th I provided myſelf with hens and
T. 9. } other refreſhments ſuch as the place afforded, and

Tueſday Afternoon I ſet ſail for England: I ſteared away *North* between *Dog Iſland* and *Turpentine Tree Iſland*, and about 7 *Dog Iſle* bore Weſt about half a league off. I reckon myſelf to depart from Lat. 18°.20′. Long. 62°. 50′ W. from London.

May, 1699.	Winds.	Courſe.	Miles.	Lat.	Long.	Variat.
W. 10.	E b N	N 6°.½ W	86	19°.45′ N	63°.00′	
Th. 11.	E b N	N 9 W	119	21. 42	63. 20	4°.15′ *E
F. 12.	E b N	N 6 W	103	23. 23	63. 42	3. 15*
S. 13.	E b N	N 13 W	58½	24. 20	63. 56	*2. 30*
Su. 14.	S. W	N 3 E	63	25. 23	63. 53	
M. 15.	S. WSW	N 2½ E	71	26. 34	63. 50	
Tu. 16.	W b N. W	N 4 E	79	27. 52	63. 44	*1. 0*
W. 17.	W. W b N	N 2 E	94	29. 26	63. 40	
Th. 18.	W. S. W	N 3½ E	75	30. 41	63. 35	*No Variation.*
F. 19.	W. WNW	N 6 E	65	31. 45	63. 27	
S. 20.	W. SW	N 27 E	31½	32. 13	63. 10	
Su. 21.	S SE. SE b E	NE	82	33. 11	62. 00	
M. 22.	NW	NE b N	70	34. 00	61. 00	
Tu. 23.	N. to E b N	N 7 E	34	34. 33	60. 55	
W. 24.	ENE	N 4 E	23	34. 56	60. 57	*3. 00* W
Th. 25.	S b W. SW	N 37 E	49	35. 35	60. 20	*3. 30* W
F. 26.	SW. NW b W	NE	116	36. 57	58. 40 W	*4. 30 W

May 1699.	Winds.	Course.	Miles.	Lat.	Long.	Variation.
S. 27.	NW	N42°.½E	118	38°.24′N	57°.00′W	
Su. 28.	NW. NbW	E 16½N	74	38. 45	55. 30	
M. 29.	N. NbW	E 3 S	110	38. 40	53. 10	Hard Gales of Wind.
Tu. 30.	N. NNW	E 2½S	69	38. 37	51. 42	
W. 31.	WSW. SbW	N 27½E	82	39. 50	50. 53	* 6°.30′*W
June.						
Th. 1.	S. WbN	E 37 N	100	40. 50	49. 9	
F. 2.	WbN	E 2 S	95	40. 47	47. 3	7. 00*
S. 3.	NNE to ESE	NEbN	42	41. 22	46. 33	
Su. 4.	SE. SSE	E 24 N	70	41. 50	45. 7	9. 20*
M. 5.	WbS. SW	E 31 N	108	42. 45	43. 2	
Tu. 6.	WNW. NNW	E 31 N	68	43. 20	41. 42	*10. 20
W. 7.	EbN. SSW	N 30 E	74	44. 24	40. 38	
Th. 8.	SW. SWbW	E 30 N	112	45. 35	37. 44	
F. 9.	SW	E 21 N	153	46. 30	34. 19	
S. 10.	WSW. WbS	E 7 N	165	46. 50	30. 20	
Su. 11.	WbS	E 15 N	137	47. 25	27. 5	* 8. 30
M. 12.	WbS WNW	E 15½N	131	48. 00	23. 56	Colour of the Sea changed.
Tu. 13.	NWbW	E 14½N	162	48. 40	20. 00	
W. 14.	WbN. SSW	E 15½N	106	49. 8	17. 25	* 8. 30*
Th. 15.	SSW. W	E 4 N	106	49. 16	14. 44	
F. 16.	W. WNW	E 4 N	105	49. 24	12. 4	
S. 17.	SEbS	E 26 N	32	49. 38	11. 20	
Su. 18.	SEbS to NNW	E	137	49. 37	7. 48	6. 25*
M. 19.	WbN. W	E 1½ S	107	49. 34	5. 2	
Tu. 20.	W. WbN	E 21½ N	62	49. 57	3. 32	* 5. 40

[The rest wanting.]

ABSTRACT.

1698. Oct. 20. SAILED from *Deptford*
21. Anchored in *Graveſend Reach*
28. Anchored in *Margate Road*
31. Anchored in *Portland Road*, the Veſſel being *leaky*
Nov. 2. Went through the *Needles*, and anchored off the Iſle of *Wight*
3. Anchored at *Spitthead*
6. Went into the *Harbour*
10. Got into the *Dock*—Variation in *Portſmouth Harbour* 7°. W.
15. Came out of the *Dock*
22. Went to *St. Helens* and joined Admiral Bembow
23. Loſt their *ſmall boat* which broke adrift
28. Got another Boat
29. Sailed
30. Took a *departure* from the *Start*
Dec. 1. Remarkable change of Wind at once from S b W to NNW a ſtout gale both ways
15. Saw the *Deſiertas*
16. Anchored at *Madeira*
20. Town of *Fonchiall* in 32°. 30′ N, Long. by reckoning 16°. 45′ W. Variation obſerved on Shoar juſt 4°. W.
21. Left *Madeira*
31. Saw *Sall*. Latitude of the *middle* of the *High Land* 16°. 40′ N. Long. 22°. W. Variation cloſe under the lee of this Iſland but *half a degree* Weſterly

1698-9. Jan. 1. Could not go aſhoar on account of the great Surf. Bore away for *St. Jago*.
2. Paſſed through ſome *turbid* Water, ſuppoſed *Squids* Got ſight of *St. Jago* and Iſle of *May*

In

In the Evening anchored in the *Bay* of *Praya* on the S°. *ſide* of the *Iſland* Lat. 14°.50′ N. Long. by reckoning 22°.30′ W.

Iſle of *May* and *Sall* are due N°. and S°. from each other

6. Sailed for *Trinidada*

Feb. 18. Got ſight of *Fernando Loronha*

19. Anchored under the *lee* of the Iſland, having narrowly eſcaped a *ſunk* rock that lies off the *SW Pt. of the Iſland.*

The Iſland has neither Goats nor Hogs, nor any People; found nothing but Turtle-doves and Land Crabs in abundance; ſaw many *green Turtle* in the *Sea* but could catch none by reaſon of the great Surf; found no freſh water on the *lee ſide* of the Iſland

The Iſland is about 7 miles long and very narrow; the middle of it is in 3°.57′ S. Long. by reckoning 23°.40′ W. 4 o'Clock Moon makes high water; it riſes about 6 feet on a ſpring. Variation obſerved on ſhoar not fully 3°.

23. Left *Fernando Loronha,* wanting Water reſolved to go for *Pernambuco*

26. Fell in with the Coaſt of *Braſile*, great error of Draughts.

Mar. 5. Obſerved the Eclipſe of the Moon—conclude the Longitude full 36° W.—Set *not leſs than* 200 *leagus* to the Weſtward. —Variation obſerved on ſhoar 2°.44′ E.

12. Left Coaſt of *Braſile*

16. Finding a ſtrong Current to Northward, and Winter ſetting in, afraid of being obliged to winter in *Braſile*

1699. Bore away for *Barbadoes* to change his Officers

April 1. Saw *Barbadoes*—60 leagues to weſtward of account

2. Anchored in *Carliſle Bay*

14. Obſerved an Eclipſe of Jupiter's Satellite Long. 59°.5′ W. Variation ſeveral times obſerved both aboard and on ſhoar full 5° E.

20. Saw *Martinica*, Lat. 14°.20'. to 14°.50' N.
High flat hill 14. 30. Long. 60. 30 W.
22. Saw *Deſſeada* Lat. 16. 23.
Saw *Antegoa*
23. Anchored on the outſide of the ſhoal which lies to the Weſtward of *Antegoa*
24. Great Surf.—Variation 5° E.—Bearings of other Iſlands from thence
Redondo 17°.00' N. 61°.5' W.
St. Chriſtopher's beſt Water of all the Iſlands and eaſieſt got
29. Weighed from *Antegoa*, brought up a vaſt rock with the anchor; its weight raiſed the Stern 8 inches
30. Saw *Nevis* and *St. Chriſtopher's*.—N°. P^t. of *Nevis* and S°. P^t. of *St. Chriſtopher's* bore *Eaſt* when Lat. was 17°.19' N. Long. 62°.16' W.
Anchored in the *Old Road* of *St. Chriſtopher's*
Excellent Water at *St. Chriſtopher's*, but all ſorts of Proviſions dear and ſcarce as at the other Iſlands.
Variation 5°.30' E. Lat. of *Old Road* 17°.30' N.

1699.
May 6. Sailed from *St. Chriſtopher's*, and that Night paſſed between *St. Euſtachia* and *Suba*
7. Saw *St. Bartholomy* and *St. Martin*
Noon Lat. 18°.10' N. Long. 62°.50' W. N°. part of *St. Martin's* cloſed in with S°. part of *Anguilla*, bore *Eaſt*
Anchored in the *Road* of *Anguilla*, which is a *white ſandy bay*, about 4 miles from Weſt point of the Iſland.—Variation 5°.15' E.
8. } Provided himſelf with ſuch refreſhments as place af-
9. } forded and ſailed for England
Lat. 18°.20' N. Long. 62°.50' W.
Paſſed between *Dog Iſland* and *Turpentine Tree Iſland*
June 12. Lat. 48°.00' N. Long. 23°.56' W. Colour of Sea changed

A Journal of a Voyage made for the Diſcovery of the Rule of the Variation of the Compaſs in his Majeſty's Ship Paramore Pink, Edmund Halley Commander, Anno 1699 and 1700.

September, 1699.

Sat. 16. I Ordered the Pink to fall down from Deptford to Gallions, to ſee if all our men were on board, and to be aſſured of them, which was accordingly done that afternoon. Wind at WSW.

M. 18. I came on board myſelf at Gallions, and that ſame evening we anchored in Graveſend-Reach a little below the Town. Wind at SW.

Tu. 19. I waited at Graveſend for my ſlops, and my Pilot to carry me into the Downs, who came on board about noon.

W. 20. It blew ſo freſh at W and W S W that we could not weigh our anchors till flood, when having got them up, we had ſuch a gale that we came againſt the flood into Margate Road that evening.

September, 1699.

Th. 21. About 11 of the clock we came to an anchor in the Downs, the middle of the Town bearing about W from us, the wind being about W S W obliged us to make several boards before we got to our anchoring place.

F. 22.
Sa. 23.
Su. 24. } The wind continued blowing hard at W and W S W so that no ships could stir out of the Downs.

M. 25. The wind came up at N W, whereupon all the small craft weighed and stood to the Southward, and in the afternoon they were followed by the Wincheſter and another man of war bound to Cadiz; the Falconbird, bound to Guinea, having promiſed to keep me company and not thinking fit to weigh with ſo bare a wind, I ſtirred not, and before night the wind returned to the W N W and afterwards to Weſt.

Tu. 26. The wind was at S S W a gentle gale, and by night it came by the S° to the S b E ſmall wind with thick foggy rain; this day it was *low water* at Deal, carefully obſerved at $5^{h.}\ 15^{m.}$ P. M. and the ſtream ran to the Southwards from about 2 till paſt 8.

☽ South $10^{h.}\ 15^{m.}$ High Water at Deal S b W Moon.

W. 27. About ſun-riſe we had a very fine ſky, and a curious gale at E S E. So I obſerved the Amplitude at riſing $16\frac{1}{2}$ and then I ordered to unmoor and weigh, and 3 min. before 9 we were a-weigh; the Falconbird was got under ſail before us, and having made a trip to weather the foreland was about and ſtood to the Southward, ſo that we were apprehenſive of loſing him, but about 9 at night we fetched him up a little ſhort of Beachey.

Var. in the Downs this Morning 7°.32'.

Ther. 28.0 *Bar.* 30.1

33.0 30.1 Th. 28. About 9 on Thurſday morning the *Eaſt* part of the land of Dunnoſe bore *North*, the wind being come about to E N E and blowing a ſtout ſteady gale, this noon the Cliffs of Freſh Water Bay bore *North* about 8 or 9 leagues off.

Yeſterday

Ther. *Bar.*

33.0 30.0 F.29. Yeſterday at 4 o'clock the land of Portland bore from us $N\frac{1}{2}E$ about 8 leagues diſtant; hence I take my departure, ſuppoſing myſelf in Latitude 50°.4′. and Longitude W from London 2°.34′. Friday noon I am by a good obſervation in Latitude 49°.14′. and have ſailed ſince my departure 130 miles by eſtimate, which with the difference of Latitude gives a true W S W courſe and makes my Longitude 5°.40′. to the W of London, ſo that I am much about the meridian of the Lizard, wind a ſtout gale from E to N E b E.

41.0 29.7 Sa.30. This 24 hours we have had a fine gale of wind at E to N E b E our courſe W 40°.S, Variation allowed, 154 miles, Latitude obſerved 47°.35′. Longitude W from London 8°.38′.

October, 1699.

43.$\frac{1}{2}$ 29.7 Su.1. By a very good obſervation I am in the Latitude 46°.33′. and by reckoning we have made 1°.32′. to the Weſtwards, ſo I am Longitude from London 10°.10′. Weſt. We have had little wind ſince 2 in the morning, ſeveral ſmall birds flew on board us this day blown off as I ſuppoſe from the French ſhore by the late ſtrong Eaſterly winds. In the evening I obſerved the Amplitude 4°.30′. whence the variation 6°.7′. Weſterly, courſe S W 88 miles.

Var. this Evening 6°.7′.W

43.0 29.8 M.2. Latitude by a good obſervation 45°.22′. and have made by reckoning 55′. of Longitude W ſo am in Longitude 11°.5′. from London: courſe South 30°. W diſtance 78 miles: in the night the wind came up at N W and after W N W, that we were forced to haul all ſharp. Evening Amp. obſerved $4\frac{1}{2}$ S of the Weſt.

Var. Evening, Amp. 6°.24′.W

46.0 29.8 Tu.3. This 24 hours we have had a moderate gale from the N W to the W, and have kept cloſe hauled the whole time, by an obſervation I find myſelf in Latitude

October, 1699. 44°.59′. and Longitude W 40′. in the whole 11°.45′. At ten the wind came about to W S W. when the Falconbird tacked and ſtood to the Northward, which I did alſo being unwilling to loſe his company, at 5 next morning we ſtood to the Southward, the wind coming up to W N W true courſe is W 40 S° diſtance 36′ ½.

Ther. *Bar.*
41.0 29.9 W.4. This 24 hours we have had the wind variable between the W and N, till ſun-ſet 'twas much Weſterly with ſqualls of wind, but after 5 it came to N W b N, and ſtood at N b W a freſh gale and fair weather, Latitude by obſervation 43°.34′. Longitude 13°.28′. from London we have made a courſe S 41 W, diſtance 113 miles.

46.½ 29.8 Th.5. This 24 hours we had the wind variable from N b W to N E b N, where it ſtood ſince 10 at night, a fine ſteady freſh gale Lat. by obſervation 42°.2′. difference of Long. 1°.15′. in all from London 14°.43′. courſe S S W ½ W diſtance 106 miles. This morning we fell in with a fleet of Danes of 18 ſail, and by noon we came up with an Engliſh bark, which the Danes reported to us to be a Sally man and found him to be a poor Dartmouth ſloop.

F.6. This morning in Lattitude 41°. or thereabouts I had a good Amplitude 16°.40′. whence the variation is 4°.42′. Weſt. At noon by a good obſervation Latitude 40°.29′. we have had a fine gale of N E wind excepting ſome ſqualls with rain. We lay by three hours to examine a ſail which the Danes affirmed to be a Sally man, but proved a Dutchman, who hoiſted French colours, he was exceeding ſharp and promiſed to ſail like the wind, but he made it appear that he came from Faro and his loading was figs, we have ſailed this day

Var. by a Morning Ampl. 4°.42′. W.

43.0 29.7

and

October, 1699. and drove 100 miles S S W ½ W, which makes my Longitude W 1°.4'. in all from London 15°.47'.

Ther. *Bar.*
51.0 29.6 Sa.7. We have had little winds next to calms for the moſt part of this day, at noon I find myſelf in Latitude 39°.52'. by obſervation, which is 15 miles more than the log gives. I ſuppoſe the ſea heaves us to the South Weſtward there being a great ſwell out of the N E board, I ſuppoſe our whole Weſting to be 20'. and courſe S 29° W, diſtance 42'. my whole Longitude 16°.13'. Weſt from London, this evening at ſun ſet the Amp. was 9°. Va-

Var. by Evening Amp. 3°.28'. riation 3°.28'. W.

55.0 29.7 Su.8. We have had this 24 hours a fine gale of wind from the W to the S W we have plyed to Windward with our ſtarboard tacks on board. Latitude by a good obſervation 38°.39'. diſtance ſailed 74 miles courſe S 10 E our Longitude from London 15°.56'. Weſt, evening

Var. by an Evening Ampl. 3°.45'. Amp. was much about 9°. E. Variation 3°.45'. W.

59.0 29.4 M.9. We have had ſqually uncertain weather this 24 hours, the wind from the S W to the S E b E by the Southward, we have plied to the Southward and by a good obſervation I find myſelf in 37°.43'. we have made our way good in all S 14°. W 58 miles our Longitude from London 16°.15'. W. This morning about 7 we had ſprung our maintopmaſt in the cap, and by noon we got him fiſht and in a condition to make ſail; the occaſion of this miſchance was a ſhort hollow ſea made by ſhifting of the winds from S W to S E.

55.0 29.3½ Tu.10. We have had this 24 hours thick troubled weather; in the afternoon the wind was much Southerly with ſqualls, then it fell calm to 12 at night; then a gale of Weſterly and after S W wind, dark cloudy weather with rain, our courſe protracted, all allowance made, is S 8°. W,

diſtance

October, 1699. distance 32 miles Latitude by estimate 37°.11′. Longitude 16°.20′. W.

Ther. *Bar.*

51.0 29.7 W. 11. We have had this 24 hours the wind at first W and W b S; about 5 it came up to the N W, and by 10 blew so hard we were forced to scudd under our foresail, and it continued stormy all night, very violent. I allow for the great sea setting me to the Eastward, and having by a good observation found myself in 35°.15′. I conclude we have made but 12′. to the Westward, so that I am in Longitude 16°.32′. W: course S 5° W, distance 118 miles. I reckon myself 50 leagues N from the E End of the Madeira.

60.0 29.7 Th. 12. We have had a fresh gale at N W and N W b N for this 24 hours, at noon by a good observation I am in Latitude 33°.29′. and have made our way 117 miles S S W ¼ W, difference of Longitude 1°. in all 17°.32′. W from London; at 2 this afternoon I took leave of the Falconbird and shaped my course for the Madeira to have gotten wine for my men.

66.0 29.8 F. 13. I stood till midnight into the Latitude of the Island, having the wind at N W, and at 12 o'clock N N W, then bore away E with an easy sail till day, when the wind came up to the N b E and N N E, so that we could scarce keep the parallel; at noon by a very good observation we were in Latitude 32°.11′. We have made this 24 hours 90 miles, on a Course S 30 E, Longitude from London 16°.37′. W. I resolved to stand to the Eastwards till night, to see if we could raise the land, which by our observation we found was to windward of us, and our people chose rather to go without their wine than to lie beating it, so much in danger of the Sally Rovers.

Yester-

Ther. *Bar.*

68.0 29.7 Sa.14. Yeſterday between 3 and 4 in the afternoon my poor boy Manley White had the misfortune to be drowned, falling overboard, we brought the ſhip immediately a ſtays, and hove out an oar, but the ſea being high and the ſhip having freſh way we ſoon loſt ſight of him, and could not ſuccour him, at 6 I bore away S W, not thinking it adviſeable to ſtay turning to windward in the Latitude of Madeira. This day at noon by a good obſervation I am in Latitude 30°.52′. my courſe protracted S 31°.0′. W. diſtance 94 miles whole Longitude Weſt 17°.35′. We have had the winds this 24 hours at N or N b E a ſteady ſtout gale.

Evening Ampl. 12°.

67.0 29.7½ Su.15. This 24 hours we have ſteered away due South by compaſs, and at noon by a very good obſervation I was in 29°.17′. Latitude, Longitude 17°.31′. W courſe S 2°. E 95 miles.

Morning Ampl. 16°.
Var. 1°.58′. W.

70.0 29.9 M.16. We have ſteered away due S this 24 hours, and at noon by a very good obſervation I am in Lat. 27°.36′. Yeſterday at ſun-ſet the Iſle of Palma appeared; the high land on the North part bearing E b S, and the South point S E b E, or ſomewhat more Eaſterly; this morning at 7 the South point of Palma bore E N E and the North of Ferro E S E, at 11 the South end of Ferro bore due E ending in a low point, and the N part E 15°. N. I conclude by theſe obſervations that I am about 11 leagues to the Weſtward of the Iſle of Ferro, the body of which lies in 27°.45′. and I find that I am 2° more Weſterly then Tenneriff, or in true Longitude from London 19°. having errred 1°.30′. in my reckoning, courſe South 101 miles, Wind N N E. E N E.

Palma, N°. End 28°.48′.
S°. End 28.25.

Ferro, N°. End 27.50.
S°. End 27.40.

72.0 29.8 Tu.17. I have this 24 hours ſhaped my courſe S b W, and have ſailed 150 miles, by a good obſervation I was at noon

October, 1699. noon in 25°.8′. Longitude W from London 19°.29′. we have had the winds from N E to E and E b S a freſh ſteady gale.

Ther.	*Bar.*		
77.0	29.8½	W. 18.	We have ſteered away S b W this 24 hours 143 miles, and at noon I am in Latitude 22°.47′. Longitude W from London 19°.57′. We have had the winds from E N E to E b S a ſtout ſteady gale.
82.0	29.7½	Th. 19.	We have had thick hazey weather this 24 hours, but a freſh gale between the E b N and N E Latitude obſerved 20°.20′. courſe S b W 149 miles. Longitude from London 20°.26′.
87.0	29.7½	F. 20.	By a good obſervation I am in Latitude 18°. 0′. my courſe S b W 143 miles difference of Longitude 29 minutes, Longitude from London 20°.55′. W. we have had the winds this 24 hours from N E b E to N E b N a ſtout ſteady gale.
89.0	29.7	Sa. 21.	By a good obſervation, Latitude 16°.55′. courſe protracted is S W ¼ W 96 miles, difference of Longitude is 1°.14′. in all 22°.9′. from London; this night I lay by for the Iſle of Sall from 2 till 5 in the morning, then bore away Weſt in the Latitude thereof, deſigning to take in ſome ſalt there for the uſe of the voyage.
90.0	29.7½	Su. 22.	Yeſterday at 4 in the afternoon we made the Iſland of Sal, bearing W about 8 or 9 leagues off, we were up with it by 8 in the evening, and lay off and on till day, then we made ſail, and about 9 we came to an anchor in a very good road, a little to the Southward of a bluff point, about the middle of the Weſt Side of the Iſland: here I went on ſhore and found a Portugueſe there with ſome few black ſervants, who aſſured us there was no ſalt to be had, the ſalt-pans being all in water, we had leave to hunt, and our people killed and brought aboard

Sal, Longitude 23°. 0′.
N°. End, 16. 55.
S°. End, 16. 35.

two

October, 1699. two Cabritos, one very fat and good meat. We ſaw Turtle in the Road, and their tracks on ſhore, ſo four of our hands ſtayed on ſhore this night, and

M. 23. Next morning they brought off two turtle, a Hawk's-bill and a Green. The Portugueſe promiſed me ſome ſalt, but made me ſtay till evening for it, and it was not much above a buſhel when it came, bad ſalt mixed with dirt; he ſent me alſo ſome Cabritos, and two of his ſervants went on board to ſkin them, but the ſea riſing ſuddenly, they could not get aſhore but by ſwimming, which they did.

Tu. 24. At 7 in the morning I had weighed and ſtood away due South, and ſoon raiſed the Iſland of Bonaviſta, at ¼ paſt 11 we were up with the North End of it, and at ¼ paſt 2 we were abreaſt of the South End of it; at noon Latitude by a good obſervation 16°. 18′.

Bonaviſta 23°. 0′.
N°. End 16. 20.
S°. End 16. 0.
M. Even. 15. 0.
Tu. Morn. 17. 0.
Variat. 55′. W. in Sall Road.

Ther. *Bar.*
91. 0 29. 7

W. 25. Yeſterday about one of the clock a ledge of rocks that lies off of Bonaviſta about ⅓ part of it from the South End, obliged us to go away S W b S for one hour, then I ſhaped my courſe for St. Jago, ſo as to ſtear clear of a ſunk rock that is ſaid to lie between Bonaviſta and it, and having ſailed in all 66 miles S S W by a protracted Courſe, I fell

91. 0 29. 6

in with the Iſland about 2 in the morning, about the middle of the N E ſide. Then tackt muſled, with the head off to ſea, till broad day, then made ſail alongſt ſhore, and about 11 this morning came to an anchor in Praya Road. I find that the three iſlands of Sall, Bonaviſta and May lie as near as may be under a meridian, and not above 6 or 7 leagues to the Eaſtward of the Eaſt Side of St. Jago. La Praya lies in latitude 14°. 50′. Longitude from London 23°. 30′. W. Here I found an Engliſh Merchantman bound for Guinea, Mr. John Taylor, Maſter, who came on board me to give ac-

October, 1699. count of himſelf, and ſailed that evening; in the afternoon I went on ſhore to deſire leave of the Governor to fill water, which he granted immediately.

Th. 26. Our people rummaged the hold, got all their water
F. 27. filled and ſtowed, and a clear ſhip: they aſhore obſerved
Th. Morn. Ampl. 16½. Variation 0°. 0′. that the Portugueze were more ſtiff than uſual, valuing their things high and ours low, in truck, and it ſeemed to me that the Governor had a deſign to furniſh all we wanted and buy up any thing we can ſpare, at his own price; though I preſented him to the value of five dollars, which I thought might purchaſe his favour; beſides what I gave his ſerjeants to protect our people from injuries, which they did with great content, and none of our folks had any thing taken from them.

Sa. 28. I allowed my people this morning to repoſe them, and get ſuch refreſhments as the ſhore would afford them, but to our great ſurprize, we found no market, the country people being I ſuppoſe forbid to come down; and they would not let my boatſwain diſpoſe of ſome cheeſe he had agreed to deliver, nor go up into the country to buy fowls for us. This treatment I was obliged to put up, on the ſcore of my ſmall force, perhaps more men and guns might have procured better uſage from them. The boat coming on board with this news, I ordered after dinner to weigh and we were aweigh by 3½h. and made ſail at 4½ h. I ordered the courſe SEbS in order to paſs the line in the proper place.

Su. 29. At noon by obſervation I am in Latitude 13°.18′.
Ther. *Bar.*
95.0 29.6½ and have gone upon an SEbS courſe 112 miles, which makes my difference of Longitude 1°.4′. and my Longitude

October, 1699. gitude 22°.26′. W. a fine freſh gale and ſmooth water, wind at N E and N E b N.

M. 30. At noon by obſervation I am in Latitude 11°.52′. Courſe this 24 hours S E b S 104′ difference of Longitude 1°.0′. my whole Longitude 21°.26′. from London a fine gentle gale at N E and E N E and very ſmooth water.

Even. Ampl. *Ther.* *Bar.* 96.0 29.7

Tu. 31. At noon by a very good obſervation Latitude 10°.21′. Courſe this 24 hours S E b S 110 miles, difference of Longitude 1°.3′. Longitude from London 20°.23′ W. a fine ſteady gale at N E b E with ſmooth water. I find the ſhip behind the log about 10 miles per diem. Memorandum, to examine the log line.

96.0 29.6½

November, 1699. At noon by a good obſervation I am 8°.47′. Latitude;

W. 1. Courſe this 24 hours S E b S whereof 63 miles a point from the wind, the reſt large; wind at E N E to N E b E. I allow half a point leeway for the ſaid 63 miles, and make my difference of Longitude 56′, and whole Longitude 19°.27′. True courſe S 30 E diſtant 110′. correct. A fine gale and ſmooth water.

Morn. Ampl. 98.0 29.6

Th. 2. By a very good obſervation I am in 7°.40′. N°. Latitude, ſince yeſterday noon we have had the winds from E b N to N E b E a fine gentle gale. In the night we had much lightning but no thunder; we have made our way S 24°. E diſtance 73 miles, difference of Longitude 30′ E. my Longitude from London 18°.57′. Weſt.

101.0 29.6

F. 3. I am by good obſervation in Latitude 6°.18′. yeſterday between 2 and 3 in the afternoon we had a ſmart Tornado at about E S E, it put us under our Courſes, but the violence thereof was ſoon over, it continued cloudy thick weather with thunder and lightning for

99.0 29.6

November, 1699. ſeveral hours, at night it proved little wind but we durſt not truſt it, but made proviſion by ſhortning ſail, in the morning the gale freſhened at E and E b N, we have made our way good S b E diſtance 84 miles, Longitude 17′. E. Longitude from London 18°.40′.

Sa.4. By a good obſervation I am in Latitude 5°.14′. toward night and in the night we had two or three ſqualls out of the E b N and E N E that put us to the Southward, between them but little wind we have made our courſe protracted S 13 E 66 miles: Longitude 0°.15′ E. Longitude from London 18°.25′. or 5°.5′. E from St. Jago. This night we had perpetual coruſcations of lightning but no thunder.

Ther. *Bar.*
93.0 29.6½

Su.5. By obſervation I am in Latitude 5°.9′. We have had it calm till eleven at night, then ſprung up a gale at S S E, which ſhifted to S and S b W. We have made by account 10 minutes Weſting, and our whole Longitude is 18°.35′. from London, Courſe S 27 W 11 miles.

96.0 29.6

M.6. By a good obſervation I am in Latitude 4°.53′. We have had the winds variable from the South to the N E, with calms and ſo little winds as ſcarce to be perceived. True Courſe protracted is S. 35°. W 20 miles, Longitude W 11 miles, in all 18°.46′. from London to the Weſtward.

95.0 29.6½

Tu.7. By a good obſervation I am in Latitude 4°.30′. We have had the winds only by ſqualls out of the S S E, N W, and S W, the greateſt part of the time calm. True Courſe protracted is S 20 W 24 miles, Longitude W is 8 minutes, in all 18°.54′.

93.0 29.7

94.0 29.6½ W.8. By a good obſervation I am in Latitude 4°.15′. having been ſet to the Southward very conſiderably

this

November, 1699. this 24 hours: We have had the winds all Southerly and S b E with calms, and have made by log no more than 16 miles on a S W b W courſe neareſt. Longitude W 15 minutes, Longitude from London 19°.9′. or 4°.21′. from St. Jago. True courſe S W 21 miles.

Th.9. By obſervation I am in Latitude 3°.45′. we have had the winds from S b E to S E b S, a fine moderate gale. True Courſe protracted and Leeway allowed is W 39°. S 48 miles, difference of Longitude W 38 minutes, or from London 19°.47′.

Ther. *Bar.*
94.0 29.6½

F.10. By a good obſervation Latitude 3°.20′. agreeing with the Log exactly, and difference of Longitude 0°.2′.W. Courſe protracted is S 5°. W diſtance 25′. little winds and calms in the morning much thunder lightning and rain when a ſmall gale ſprung up at E and afterwards E b S and E S E. This noon we were taken ſhort by the wind at South, but it ſoon came to S E b S Longitude 19°.49′.

88.0 29.6

Sa.11. By a good obſervation I am in Latitude 2°. 42′. We have had the wind moſtly at S S E, and have made our way good W 38°. S 62 miles, difference of Longitude 48 minutes; Longitude W from London 20°. 37′. a fine gale and fair weather. Saturday morning and evening I had a good obſervation of the Variation, Morning Amp. 18°. 50′. Evening 21°. 30′.

91.0 29.6

Su.12. By a good obſervation I am in Latitude 2°. 21′. We have had the wind continually at S S E and S b E a fine gale; we have plied to Windward and our true Courſe protracted is W 29°. S°. 44′. difference of Longitude 38 miles, Longitude from London 21°.15′, about 10 this morning we had a ſevere ſquall of wind with much rain, which

89.0 29.6½

November, 1699. which put us by our topſails for about half an hour; Amplitude this evening 22°.

M. 13. I am by obſervation in Latitude 2°.5′. The Winds continue as before at S S E and S b E. we made a trip to the Eaſtward of 6 hours, the wind coming far Southerly; True Courſe protracted is S 37°. W 20′. difference of Lon- Longitude is 12′. W. Longitude from London 21°.27′. W.

Ther. Bar.
92.0 29.7

Tu. 14. I am in Latitude by obſervation 1°.40′; yeſterday in the afternoon the wind came about to N N E a ſmall gale with very much rain: this morning it came again to S E b S a freſh gale and fair weather; True Courſe is S W 36 miles. Difference of Longitude 25 minutes. Longitude from London 21°.52′. I find myſelf ſet to the northward theſe 24 hours no leſs than 16 minutes.

88.0 29.7

W. 15. I am in Latitude by obſervation 0°.56′. to the Northward of the line. This 24 hours we have had a fine ſteady gale of S E wind, we have gone cloſe hauled S S W, and ſailed 75 miles, which make Weſting 48 miles, correct Courſe is W 43°. S. 65 miles. I am again ſet to the Northwards 14 miles. Longitude from London 22°.40′. W. I ſuſpect a ſtrong current ſetting W N W.

90.0 29.7

Th. 16. By a very good obſervation I am in Latitude 0°.12′. N. we have had a fine ſteady gale at S E b E and ſteered away S S W 72 miles. I have obſerved the ſhips wake very carefully, and find her courſe correct to be S 36°. W which makes 42 miles Weſting; but I am again ſet 14 miles to the Northward this day. Longitude W from London is 23°.22′. or 8 minutes to the Eaſtward of St. Jago. In the meridian of which I ſhall croſs the the line by my account: Correct Courſe is S W 60 miles.

89.0 29.7

By

Ther. Bar.

F.17. By obſervation I find myſelf in Latitude 0°.30′. S. we have had a ſteady gale at S E b E and have gone away S S W a point from the wind, diſtance by Log 72½ true courſe is S 36 W, which gives 42½ miles weſting; my correct courſe is due S W 60 miles. The current ſtill ſets to the Northward 16 miles this day. Longitude Weſt from London 24°.4′. Yeſterday in the evening the Amplitude was 23 degrees, and this morning 19°. whence the variation 2°. E. I begin to be apprehenſive that we ſhall ſcarce weather the Iſland of Fernando Loronho.

88.0 29.7

Sa.18. By a good obſervation I am in Latitude 1°.22′. S; we have had a ſteady gale of S E b E and E S E wind, and have ſailed S b W 52 miles and 23 miles S S W, a point from the wind; the whole courſe I allow is S S W ¾ W, the variation conſidered, which gives my Weſting 38 miles. difference of Latitude by obſervation is 52 minutes ſtill 12′. leſs than per log: the current ſtill ſets Northward. Correct Courſe S 36 W 64 miles; laſt night the Variation was as before or not ſenſibly more than 2 degrees. The Longitude by account from London is 24°.42′. W. Saturday Evening Amplitude was 24°.

88.0 29.7

Su.19. By obſervation I am in Latitude 2°.17′. The wind has come forward this morning to S E and S E b S, the gale the ſame as before; I find not the current ſo ſtrong as before. We have made 48 miles Weſting per log: which with the difference of Latitude gives the correct courſe S 41 W 73 miles. Longitude from London 25°.30′. laſt night the Amplitude was 24°. and this morning 'twas 19°. variation 2°. ½ E.

88.0 29.7

M.20. By obſervation I am in Latitude 3°.10′. I reckon we have made our way good S 40 W 70 miles. The wind

November, 1699. wind much the ſame as yeſterday; we make much leeway being overgrown with barnacles, as the laſt voyage: Longitude 45′ W. from London 26°.15′.

Tu.21. I am in Latitude by obſervation 3°.50′. We have had ſmall gales at S E, and ſhaped our courſe S S W, but by reaſon of leeway and Variation I allow no better than S 40°. W 52 miles, which makes difference of Longitude 34 minutes, and my whole Longitude from London 26°.49′. W. Yeſterday morning a tropick bird and a man of war flew about the ſhip, but this day all the fowls are gone. We are now in the Latitude of Fernando Loronho, but ſee it not.

Ther. *Bar.*
84.0 29.7

W.22. By a very good obſervation I am in Latitude 4°. 58′. We have had fine weather, wind at E b S and E S E a moderate gale; I find the current wholly ceaſed, and this day out run the log to the Southward. My Correct Courſe, leeway and Variation allowed, is S 20°. W 72 miles, whence my difference of Longitude is 25 minutes, and my whole Longitude from London 27°.14′. my Variation obſerved laſt night and this morning was much about 3 Eaſterly, whence I cannot be far from the coaſt of Braſile.

86.0 29.7¼

Th.23. By a good obſervation I am in Latitude 6°.7′. This day we have had a moderate gale of wind at E S E and E b S and have lain away South, but leeway and Variation allowed S 15 W 72 miles. difference of Longitude 18 miles, and from London 27°.32′. laſt night the Evening Amplitude very carefully obſerved was 25°.30′.

88.0 29.7½

F.24. By a very good obſervation I am in Latitude 7°.22′. We have had very fair weather and wind, a curious gale at E S E and S E b E. we have made our Courſe Correct S 17°. W 78′. difference of Longitude 23 minutes, and

87.0 29.7

Longitude

November, 1699. Longitude from London 27°.55′. Amplitude this morning 18°. This morning a Tropick bird, and two White-birds like the St. Helena pidgeons flew about the ſhip.

Sa.25. By obſervation I am in Latitude 8°.18′. a fine gentle gale at E S E and E b S we have made our way good S 19 W 60 miles, difference of Longitude 20′. and whole Longitude from London 28°.15′ W. The Amplitude this morning was 18°. and laſt night 26½.

Ther. Bar.
86.0 29.7

Su.26. By obſervation I am in Latitude 9°.12′. very fair weather and ſmooth water; wind at E b S, we go away a point from the wind, and Variation and leeway allowed have made our way good S b W 56 miles, which gives Longitude 11 minutes, and makes from London 28°.26′. laſt night the amplitude was 27°. and this morning 17°.30′. about 10 this morning the wind came off to E and E b N.

86.0 29.7½

M.27. By obſervation I am in Latitude 10°.55′ a fine gale of wind at E b N and E N E, I have gone away South by compaſs. by variation allowed S½W 103 miles. difference of Longitude 10′ Weſt; from London 28°.36′. we have been very much ſet to the Southward this 24 hours: Variation was curiouſly obſerved laſt night per Amp. 27½ and this morning 17°.20′.

90.0 29.7½

Tu.28. By obſervation I am in Latitude 12°.51′. having a freſh gale at E N E, I hauled away S b E, to give the Abrolhos the better birth, and to allow for the Variation which is N E half a point: I have made my way good S½E 117 Miles: difference of Longitude E 12′. Longitude from London 28°.24′ W; laſt night the Amplitude carefully obſerved was 28°. 30′.

90.0 29.8

W.29. By a good obſervation I am in Latitude 14°. 36′, I have made my way good S 2½ E 105 miles, which gives difference of Longitude E 5 minutes, or from London 28°.19′ W: this morning the wind came to Eaſt, ſo I ordered the Courſe South by Compaſs. Laſt night the Amplitude was very exactly taken, 29°.0′. whence the variation 5°.30′. E, this Morning the ſun roſe in a cloud.

Ther. *Bar.*
90.0 29.8

91.0 29.8½ Th.30. By a good obſervation Latitude 16°.22′. We have ſteared away South with the wind at E b N; but variation allowed, my correct Courſe is S 6 W 106 miles, which gives difference of Longitude 11 minutes W, that is from London 28°.30′. laſt night the Amplitude was 30 degrees, and this morning 17°.0′. Variation 6°.½ as near as can be obſerved.

December, 1699.

F.1. By obſervation I am in Latitude 17°.55′. We have had the winds at E b N and E, and have ſtood away S and S b W. Courſe protracted, and variation allowed is

89.0 29.9 S 11 W 95 miles, difference of Longitude is 19 minutes W, Longitude from London 28°.49′. Variation very accurately obſerved and adjuſted by morning and evening Amplitudes 7°.10′. ſuppoſe in Latitude 17°.

Sa.2. By a good obſervation I am in Latitude 19°.6′. We have had this 24 hours two or three ſqualls, and then again little winds and variable from the N E to E S E, I went away S b W till Sun-ſet, when being abreaſt of the Abrolhos or ſhoals of Brazil I ſounded, and had no

88.½ 29.9 ground at 110 fathom, then I bore away S S W deſigning to recruit my Wood and Water, and get ſome rum for my men at Rio Janeiro. Courſe protracted and corrected by variation is S 25 W; difference of Longitude 35′. and total Longitude from London 29°. 24′. The evening

December, 1699. evening Amplitude laſt night was 31°. 40′. this morning could not obſerve, the ſun roſe in clouds.

Su. 3. Latitude by obſervation 20°.0′. very fair weather and a gentle gale at N E. I have made my courſe good S 42° W 73 miles, which gives difference of Longitude 52 minutes, and my whole Longitude 30°. 16′. Variation by evening Amp. was 8 degrees.

Ther. *Bar.*
92.0 29.8½

M. 4. Latitude by obſervation 20°. 58′. Wind and weather as before we ſtear away S W b S per compaſs, which makes a S 43 W Courſe correct, diſtance 79 miles difference of Longitude 57 minutes, Longitude from London 31°.13′ W. laſt night the Amp. was 34½ and this morning 15½ very good obſervations, the ſea being very ſmooth, and the ſhip quiet. True Variation ſtated from both, is 9°.30′. Weſt in 20°.30′. This morning the Moon applied to a ſtar in Virgo of the 4th Magnitude whoſe Longitude is ♎ 39′.0°. Latitude 1°. 25′. The Moon did exactly touch this ſtar with her Southern limb at 3h. 15m. in the morning, and at 3h. 20m. 20s. the Southern horn was juſt 2 minutes paſt the ſtar, having carefully examined this obſervation and compared with former obſervations made in England, I conclude I am in true Longitude from London at the time of this obſervation 36°.15′. and at this noon 36°.35′. that is, according to the account I have of it, about 5 degrees E of Cape Frio.

95.0 29.8½

Tu. 5. Latitude by a good obſervation 21°.49′. very fine ſettled weather, wind from N E b N to N b E a gentle gale. Variation allowed S 43½ W 70 miles, which gives difference of Longitude 52 minutes; correct Longitude from London 37°.27′. W laſt night the Amp. was 35°. and this morning 15°. This morning the Moon

92.0 29.8

December, 1699. applied to Mars who was in a line with her horns at 4h. 3m. or when cor. M. was 8°. 6′. high in the East Latitude 21°.30′.

W.6. By observation I am in Latitude 22°.44′. We have had a stout gale at N N W and N b W and have made a W S W¼ S course 129 miles. Difference of Longitude 2°.5′. West, and Longitude from London 39°.32′. being near the Latitude of Cape Frio I clapt upon a wind fearing to fall to the Southwards of it as the wind now stands. Amplitude last night was 35 degrees.

Ther. Bar.
92.0 29.7½

Th.7. By observation I am in Latitude 22°.41′. We have had the wind fresh at N and N b W, till 6 this morning when it came up at W N W, and we tackt and stood to the Northward. We have made our correct Course W ¼ N 66 miles whence the difference of Longitude is 1°.12′. and our Longitude from London 40°.44′. last night the Amp. was 35°.40′. and some time 36°. Variation near a point E.

88.0 29.8

F.8. By account I am in Latitude 22°.46′. We have had small gales from the W to the N W and have plied to windward this 24 hours; and have made our way 8 miles W 40 S difference of Longitude 7 minutes, Longitude from London 40°.51′ W. last night the Amp. was full 36 degrees; the rising sun cloudy.

91.9 29.7

Sa.9. By account I am in Latitude 22°.50′. We have had the winds from the N to the N W b N sometimes a fresh gale; we have made our correct Course W¼ S 89 miles, difference of Longitude 1°.37′. Total from London 42°. 28′. This morning we fell into such a smooth, notwithstanding it blew a stout gale at N N W, that we concluded we were gotten under the shelter of the land, and about 7 in the morning we all smelt a very

85.0 29.7

fragrant

December, 1699. fragrant ſmell of flowers, which the wind brought off the land; and ſeveral Butterflies flew on board us. Having had no obſervation this 2 days, I concluded that we then paſt by Cape Frio, and that we had been ſet ſo far to the Southwards by ſome Current, as not to ſee it, it being thick hazey weather.

Su. 10. By obſervation I am in Latitude 22°. 15′. the wind coming forward to N W and after to W and W b S, I ſtood to the Northward to make the land, and this morning we got ſight of the Main-land of Braſile being Cape St. Thomas, to the N E of Cape Frio, and by noon we raiſed low land covered with trees which I take to be the Iſland of St. Ann. This 24 hours we have made our correct courſe N 27°. W 40 miles, whence difference of Longitude 19′. and from London 42°. 47′. At noon we ſounded and had ground at 15 fathom water, the high land of Cape St. Thomas bearing N W. laſt night the Amp. was 36°. 40′.

Ther. *Bar.*
84.0 29.6½

M. 11. By obſervation I am in Latitude 22°. 20′. At yeſterday noon the wind came up at South, and then S S E, and died away before night; we being in 11 fathom water, and a very dark ſtorm of rain and thunder riſing from the ſhore, I thought it adviſeable to anchor till there was more wind, and a clearer ſky; but it continued rainy and foggy till day, when we got up our anchor and ſtood to the Southward with an air of E N E wind, but it ſtood not long there, but before noon came forward to the S E b S. We have made our way W 19°. S 15 miles, which gives 16 minutes of Longitude, and from London 43°. 3′.

88.0 29.6

Tu. 12. By obſervation I am in Latitude 22°. 28′. We have had very little winds at S E and E S E, and almoſt calm all

December, 1699. all night: about 10h. ½ in the morning a fine gale ſprung up at E, and before noon we raiſed Cape Frio about 10 or 11 leagues diſtant. At noon my correct Courſe is W 30° S 16 miles, which gives difference of Longitude 15 minutes and the whole Longitude 43°.18′. We found by the Land that we had been ſet during the calm night very conſiderably to the N W.

W. 13. We are in Latitude by account 23°.2′. We have had a very fine gale between the E b N and N b E. About 8h. the Iſland of Cape Frio bore Weſt by Compaſs and about ten it bore North. At Noon the Sugar loaf at the Entrance of Rio Janeiro bore N W b W per Compaſs. True courſe protracted is W 28°. S 72½ miles, whence difference of Longitude is 1°. 10′. and from London 44°.28′. The Iſland of Cape Frio which is very remarkable land and high, lies in Latitude 22°.55′. and Longitude correct from London 43°.40′.

Ther. *Bar.*
87.0 29.7

Th. 14. Latitude by a very good obſervation is 23°.8′. We have had a very fine gale from W S W to W N W and have plied to the Weſtward all day. True Courſe protracted is W 26° S 14 miles, whence difference of Longitude 13 minutes and from London 44°.41′. We are right before the Entrance of Rio Janeiro which at Noon bears from us N N W. Laſt night the Amplitude was 37°.30′. and this morning 14°.30′. Variation 11°.30′. Let the Longitude of Rio Janeiro be 44°.45′ W. from London.

86.0 29.7½

This

F. 29 This morning before day we weighed out of the Harbour of Rio Janeiro and by 6 we were over the bar. The Sea-breeze coming in at S S W obliged us to go to the S E wards. In the night it proved calm so that we were still before the Harbour the next day at noon.

f. Even. Ampl. 36°.0'. Var. 11°.46'.

Sa. 30. About 3 of the clock after noon the middle of the Entrance of the Harbour between the Fort and the Sugar-loaf bore due North, whence I take my departure, being then in the Latitude of 23°.20'. S°.

Su. 31. Latitude by account 23°.46'. We have had the winds all day S S E and S E b S at night E N E and N E a gentle gale. Correct Course is S. 41°. W 34½ miles, difference of Longitude West 25 minutes, from London 45°.10'. No Observation these two days, it being dark gloomy weather and the sun scarce appearing from morning to night.

January, 1699/1700. M. 1. Latitude by observation 24°.6'. We have had the winds from S S E to S b W, a small gale, we have plied to the Southwards and our true Course protracted is S° 14°. W 20 miles, whence difference of Longitude 5 minutes West, and my total Longitude from London is 45°.15': at 7 of the Clock this morning Isle Grande bore N b W, or *North* by correct Compass; and is 38 minutes to the West of Rio Janeiro.

Tu. 2. Latitude by observation 24°. 28'. We have this day had the winds from S S E to S S W a gentle gale. This morning observing the winds to continue as it were *Trade* at *South*, blowing in upon the land of Brasile, I resolved to stand to the Eastward with the wind on the beam, hoping to find Easterly winds without Cape Frio. Our Correct Course is S E b E 40 miles, whence difference of Longitude 36 minutes East, but from London

January 1699—1700. don 44°.39′. W. Laſt night the Amplitude was 36°.0′. Var. 12°.4′. E.

W.3. Latitude by obſervation 25°. 8′. Till ſunſet the wind continued Southerly and I ſtood to the Eaſtwards. With the night a gentle gale of Eaſterly wind ſprung up which afterwards came to E N E and N E ſo I ſhaped my Courſe S b W by Compaſs. My correct Courſe protracted is S¾ W 40 miles, difference of Longitude 6 minutes Weſt. So that this day at noon I am in Longitude 44°. 45′, or due South from Rio Janeiro. Laſt night by a very good obſervation the Amplitude was 36°.0′. Var. 12°.10′. E.

Th.4. Latitude by Obſervation 26°.10′. We have had a fine gale of wind from the Eaſt to N N E and have ſteared away S b W by Compaſs, that is S 23½ W 68 miles: whence difference of Longitude is 30 minutes Weſt, and total Longitude 45°.15′. Laſt night at ſunſet the Amplitude was 36°. 30′. Var. 12°.40′. E.

F.5. Latitude by account is 26°.50′. We have had the winds from N N E to N N W till midnight then it fell came and a little before day a gale ſprung up at S E which came afterwards to Eaſt. Our correct Courſe is S 24 W 44 miles, difference of Longitude 20′. Total Longitude 45°.35′. W. Laſt night the Amplitude was 37°.0′. and this morning 11°.0′. Whence the Variation 13°.0′. both very good obſervations.

Ther. 92.0 *Bar.* 29.8

Sa.6. Latitude by account 27°.18′. We have had the winds for the moſt part at S E b E a gentle gale, and have gone S b W cloſe hauled, but our correct Courſe is S 43°. W 38 miles, whence difference of Longitude is 29 minutes Weſt, and our total Longitude is 46°.4′. Laſt night the Amplitude was 37°.0′.

Latitude

January, 1699—1700.

Su.7. Latitude by a good obſervation 27°.57′. We have had the winds from the S to S E b E and have plied to the Southwards. True Courſe protracted is S 19 W 41 miles. Hence difference of Longitude is 15 minutes, and total Longitude from London is 46°.19′.

M.8. Latitude by a good obſervation 28°.29′. We have had the winds S and S S E till 6 this morning, then E S E and have plied to the Southwards. Our true Courſe is S 15 W 33 miles; whence difference of Longitude is 10 minutes, and Total Longitude is 46°.29′. Laſt night the Amplitude was very curiouſly 37°.0′.

Ther. *Bar.*
77.0 29.9

Tu.9. Latitude by obſervation 29°.14′. We have had the winds from E S E to E b N a fine gale, we have made our Courſe S b W by Compaſs, but Variation and Leeway allowed our correct Courſe is S 31° W 53 miles: difference of Longitude is 31′ Weſt, and Total Longitude from London 46°.50′. Laſt night the Amplitude was 37°.0′. and this morning 9°.0′. whence the Variation is 14°.0′. Eaſterly, this I take to be very exact.

82.0 29.8½

W.10. Latitude by obſervation 30°.32′. We have had a fine freſh gale at Eaſt to E N E and N E, and have ſteared away this 24 hours S b W by Compaſs, i. e. S 25½ W 87 miles. Hence difference of Longitude 43 minutes, and Total Longitude from London 47°.33′. Laſt night the Amplitude was 37°.30′. and the Variation 14°.5′.

80.0 29.7½

Th.11. Latitude by obſervation 31°.45′. We have had very fair weather and a fine gale from the N E to Eaſt, and have continued our Courſe S b W by Compaſs, that is S 26 W 81½ miles. Difference of Longitude is 42 minutes Weſt, and Total Longitude 48°.15′. The Amplitude

77.0 29.7

January, 1699—1700. laſt night was 38°. and this morning 8°. whence the Variation is 15°. Eaſterly.

F. 12. Latitude by obſervation 33°.41′. We have had very fair weather and a freſh gale from the Eaſt to the N E. Courſe as before S b W by Compaſs, but correct Courſe S 26½ W 130 miles. Difference of Longitude 69 minutes, and Longitude from London 49°.24′. Amplitude laſt night 38°.½.

Ther. *Bar.*
79.0 29.9

Sa. 13. Latitude by account 35°.35′. We have had a ſtout gale of wind at NNE and gone before it S b W by Compaſs or S 27 W, Variation allowed, 128 miles. Hence difference of Longitude 1°.11′. and Total Longitude from London 50°.35′. Laſt night the Amplitude was very near 39°. perhaps 39°.15′.

75.0 29.7½

Su. 14. Latitude by a good obſervation 37°.10′. Yeſterday in the afternoon it blew a hard gale at NNE, and toward Evening it came to North and blew ſo hard that we were obliged to ſcud before it: about nine it began to lighten, and from 10 till half an hour paſt 11 we had terrible thunder, lightning and rain, with vehement ſqualls of Wind firſt from the North and after from the N W: by 12 the ſtorm was over and it began to clear up, and a fine gale ſprung up at W S W. So I ordered the ſails to be ſet and to go away S S E with the wind on the beam. Our true Courſe correct is S 15°. W 98 miles. Difference of Longitude 32′ Weſt, and our Longitude from London 51°.7′. and from Rio Janeiro 6°.22′.

72.0 29.7

†

M. 15. Latitude by a good obſervation 37°.44′. We have had the Winds all round the Compaſs this 24 hours, we

† In the original is a black lead circle with 1 in it.

have

January, 1699—1700. have made the beſt of our way to the Southward. True Courſe protracted is S 1°. W 34 miles: difference of Longitude 1 minute. Longitude from London 51°.8′. Theſe two laſt days I find we are ſet to the Northward about 15′ per diem, perhaps a Current may ſet N E alongſt ſhore.

Ther. Bar.
63.0 29.9½

Tu. 16. Latitude by account 38°.6′. We have had the winds this 24 hours from the S E to E b S a fine freſh gale till after midnight, then little winds next to calm; we hoiſted out our boat to trie the current but found none. We have ſtood to windward with our larboard tacks on board, and our correct Courſe is S 35 W 27 miles. Difference of Longitude 20′, and Longitude from London 51°.28′. The ſea run ſo high yeſterday that the obſervation I took ought not to be confided in, the Sea overtopping the Eye: laſt night the Amplitude was 41°.0′.

61.0 29.9

W. 17. Latitude by a good obſervation 39°.27′. We have had a freſh gale of wind from the N E to the N W, and have made our way good S 3° E 81 miles: hence difference of Longitude 4′ E. and Longitude from London 51°.24′. The ſeaſon of the year being far lapſed I think it not adviſeable to go any more to the Weſtward, and accordingly at 7 laſt night I ſteared away S S E with intention to follow that Courſe till I get the Latitude of 50°. The Evening Amplitude was 41°½. and the Morning 6°½. both very well taken, whence the Variation is 17°½.

74.0 29.8

Th. 18. Latitude by obſervation 41°.40′. We have had a ſtout gale of wind from the N N W to the W N W and have ſteared away before it S S E by Compaſs, but Variation allowed S 4½ E 133 miles. Whence difference of Longitude 14 minutes Eaſt, and Total Longitude from London 51°.10′. After Midnight it blew extream hard

72.0 29.6

January, 1699— 700. † at N W with much Lightning, and again a little before Sunrise with very terrible Lightning which seemed to be just on board us, but God be thanked we received no damage by it.

F. 19. Yesterday in the Afternoon the Wind came to the Southwards of the West and brought very fair weather. Latitude by observation 42°.32′. The wind southing upon us we could make no better of it than a correct Course S 40 E 69 miles, though by the Log we had 16 miles more. Our difference of Longitude is just one degree East, and our Longitude from London 50°.10′ W. This day the Wind being at S W b S we begin to feel it cooliſh. Last night the Amplitude was 43°½. and this morning at 5h. 0m. the Azimuth was 3°½. to the Southwards of the East. Variation limited 19°.16′. at Midnight.

Ther. *Bar.*
54.0 29.8

Sa 20. Latitude by a very good observation 43°.12′. We have had the Winds S W b S and S W a gentle gale and very fair weather. In the morning little wind at S and S b W so we hoisted out our boats and made a roomage for water; our correct Course is S 35 E 49 miles, which gives difference of Longitude 38 minutes, and Longitude from London 49°.32′. Yesterday at Sunset the Amplitude was 44°½. and this Morning but 4°. to the Southward of the East, both very good observations. Variation limited at Midnight 20°.15′. The Colour of the Sea is changed to *pale green.*

62.0 29.8

Su. 21. Latitude by a good observation 44°.22′. Yesterday about two in the Afternoon there sprung up a fine gale at N W and we steared away S S E by Compass, i. e. S 2 E 70 miles. Difference of Longitude E 3 minutes.

59.0 29.8

† In the margin the original has in black lead a circle with 2 in it.

Longi-

January, 1699—1700. Longitude from London 49°.29′. Laſt night the *Sea appeared very white and abundance of ſmall Sea Fowl about the Ship* and *ſeveral beds of weeds drove by the Ship*, of which we took up ſome for a ſample being what none of our people had ſeen elſewhere. This Morning the Amplitude at Sunriſing was ſcarce 3°½. very curiouſly obſerved. Variation 21°.10′ E*. The Alcatroſſes which we firſt met with in about 27°. South have now left us, we ſee no more of them.

* So in the Original.

M.22. Latitude by a good obſervation 46°.20′. We have had a ſtout ſteady gale of wind at W N W and W b N and have gone away S S E by Compaſs, that is Variation allowed due South 118 miles. Longitude as before 49°.29′ W from London.—

Ther. *Bar.*
52.0 29.3½

Tu.23. Latitude as well as could be obſerved for the height of the Sea 47°.48′. We have had the Winds from the N W to the W S W with ſo much violence, as obliged us to ſcud under a foreſail and being in unknown Seas we tried under a mizzen from 9 to 3 in the Morning. Correct Courſe, Variation and drift allowed, is S 31° E 104 miles. Whence difference of Longitude 1°.18′ E. and Longitude from London 48°.11′ W. Multitudes of Sea Birds are every day about the Ship, they are of five or ſix ſeveral kinds, but none of them ſettle on the ſhip. In the hardeſt of the Weather the Barometer ſunk to 29.2½.

† In the Original in black lead a circle with 3 in it.

47.0 29.3

W.24. Latitude by account 49°.5′. We have had the Wind from the W b S to the Weſt by N very fierce, which obliged us to continue ſcudding before it S E and E S E.

37.0 29.0

We

January, 1699—1700. We tried this night under a mizzen from 10 to 3, and in the Morning it blew ſo hard as to oblige us to lower and reef our foreſail, and we ſhipt ſuch Seas as made it neceſſary to put before it: Towards noon the wind came up at S S W and blew as fierce as before. We have made a correct Courſe S 28 E 94 miles, which makes difference of Longitude 1°.7′. and Longitude from London 47°.4′. About Noon the Barometer began to riſe, having been down ſomewhat below 29.0 Inches.

Th. 25. Latitude by a good obſervation 48°.42′. We have had the winds from S S W to S. Yeſterday in the Afternoon it blew ſo hard as to make us bear away E N E, but towards night the wind abated to a moderate gale. We have run by Log this 24 hours nearly Eaſt 82 miles and tried under mainſail and mizzen from 10 to 2 drift E N E five miles, in all 87 miles Eaſt, which makes 2°.13′ Longitude, and from London 44°.51′. ſo that we are in the Meridian of Rio Janeiro by my reckoning. This Morning the wind blowing moderately at S. it was ſo cold as to be ſcarce tolerable to us uſed to the warm Climates; and in my Cabin which had been kept from the Air the Thermometer ſtood but at 11° above freezing, but it blowing dry made us ſome part of amends: I find by obſervation that we have been ſet to the Northwards this 2 days near half a degree more than by Reckoning.

Ther. *Bar.*
13.0 29.6½

F. 26. Latitude by account 49°.37′; which I found to be near the truth by a glare of the Sun taken 5 minutes before Noon. We have had the Winds far Southerly till midnight, then from the Weſt to the N W a fine gale

14.0 29.7

† In the Original in black lead a circle with 4 in it.

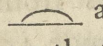
and

January, 1699—1700. and ſmooth Water. Courſe S 36 E 68 miles. Difference of Longitude 1°.1′ E. and Longitude from London 43°.50′. Laſt night the Amplitude was 47°. and this Morning but 3°. to the Southward of the Magnetical Eaſt. Variation 22°.0′. About 6 in the Evening the Thermometer was ſunk to 7°. in my Cabin, and it was ſo cold upon deck that I believe it froze in the wind, which is very extraordinary in this Climate in the height of Summer. The Cold abates not much by the Wind coming to the W N W.

Sa. 27. Latitude by account 50°.45′ S. We have had the Winds from the N W to the S W a gentle gale. We have ſteared away S E per Compaſs, i. e. S 23 E 74 allowing the drift of four hours from ten till two; which makes difference of Longitude 45′ and Longitude from London 43°.5′. All this Morning we have had a great Fog, ſo have gone away with my fore topſail only, lowered down on the Cap, and ſounded every two hours, apprehending myſelf near land; and the rather becauſe yeſterday and to-day ſeveral fowls, which I take to be Penguins, have paſſed by the Ship ſide, being of two ſorts; the one black head and back, with white neck and breaſt; the other larger, and of the colour and ſize of a young Cygnet, having a bill very remarkably hooking downwards, and crying like a Bittern as they paſt us. The Bill of the other was very like that of a Crow. Both ſwam very deep, and always dived on our approach, either not having Wings, or elſe not commonly uſing them. At Noon having paſſed the Latitude of 50°. I ordered to ſtear away E by Compaſs, i. e. E S E, till I attain the Latitude of 55°. being the limit

Ther. Bar.
14.0 29.5 1/2

January, 1699—1700. limit prescribed in my particular Instructions. This day I allow my Men whole Allowance while the Cold lasts.

Su. 28. Latitude by an indifferently good observation 51°.1′. We have had the Winds from the W S W to the W N W, a moderate gale; our Course has been E i. e. E 22° S, 61 miles, difference of Longitude 1°.30′. Longitude from London 41°.35′. We have had a continual thick Fog for this 24 hours, which obliged us to go away with our fore topsail only, on the Cap; and to sound every two hours. We have had several of the Diving Birds with Necks like Swans pass by us, and this Morning a couple of Animals, which some supposed to be Seals, but are not so; they bent their Tails into a sort of a Bow thus  and being disturbed shewed very large fins as big as those of a large Shark. The head not much unlike a Turtle's. This morning it was very cold, and the Thermometer at but 4 above freezing in my cabin.

Ther. *Bar.*
5.0 29.7

M. 29. Latitude by account 51°.40′. We have had the Winds from the N W to the W a fresh gale with a continual fog for this 24 hours: We have steared away East by Compass, that is E 21 S 108 miles, allowing the drift of 6 hours that we lay under a mizzen from 9 to 3 in the Morning. Difference of Longitude is 2°.41′, and our Longitude from London 38°.54′, it continues very cold, misty, rainy, uncomfortable weather, though the height of Summer here.—

11½. 29.4½

Tu. 30. Latitude by observation 51°.52′: We have had the winds variable from the W to S. with thick fog till night. We lay by under a mizzen from 9 to 3 in the Morning. At 9 in the Morning the Wind came up at E extream cold, the Thermometer being below the freezing point

—4.0 29.6

January, 1699—1700. point in my Cabin: ſo I ſtood to the N Eaſtwards, in hopes of warmer weather; and the rather, becauſe it being at preſent ſo cold; if the Eaſterly Winds ſhould ſet in, I ſhould have a long paſſage to Cape Bon Eſperance, and endure the ſeverity of the weather in theſe cold tempeſtuous Climates, and endanger my mens healths, who are all very tender by being ſo long near the Sun. We have made our Courſe this 24 hours E 10° S 74 miles, which gives difference of Longitude 1°.58′; Longitude from London 36°.56′. Yeſterday a Seal ſwam after the Ship.

W. 31. Latitude by account 52°.6′. From Yeſterday Noon till 8 at Night, we have had the Winds at E and E b S. then calm till Midnight; when a gale ſprung up at N and came to N W b N, when I ſteared away E S E. Correct Courſe all allowances made is E 18° S. 48 miles, which gives difference of Longitude 1°.14′. Longitude from London 35°.42′. Yeſterday Afternoon we had very ſerene Weather, but though the Sun ſhone out very clear for 7 hours, he had not force enough to warm the Air, but the Thermometer continued below the freezing Point: and this Morning the wind being at N W b N, which is nearly N b W, and ought to bring the warm Air, we find no abatement of the Cold, ſo that for ought appears this Climate is what Horace means when he ſays, *Pigris ubi nulla Campis—Arbor æſtivâ recreatur Aurâ*; ſeveral beds of the Weeds we took up the 21ſt inſtant paſs by the Ship. Amplitude at Sunſet 43°. and this Morning at Riſing 5°. Variation 19°. well obſerved.

Ther. *Bar.*
—3 29·7½

February

Th. 1. Latitude by account 52°.24′. Yeſterday in the Afternoon with a freſh gale at N b W, I ſteared away E S E,

February, 1699—1700. and between 4 and 5 we were fair by three Islands as they then appeared; being all flat on the top, and covered with Snow milk white, with perpendicular Cliffs all round them, they had this appearance and bearing. [Vide Plate H] The great height of them made us conclude them land, but there was no appearance of any tree or green thing on them, but the Cliffs as well as the tops were very white, our People called A by the name of Beachy-Head, which it resembled in form and colour. And the Island B in all respects was very like the land of the North-foreland in Kent, and was at least as high and not less than 5 miles in front, the Cliffs of it were full of blackish streaks, which seemed like a fleet of Ships standing out to us. It blowing fresh and night in hand, and because our Vessel is very leewardly, I feared to engage with the Land or Ice that Night, and having stood in as far as I durst, I resolved to stand off and on till Day, when weather permitting I would send my boat to see what it was. In the Night it proved foggy and continued so till this Day at Noon, when by a clear Glare of scarce $\frac{1}{4}$ of an hour we saw the Island we called Beachy-Head very distinctly to be nothing else but one body of Ice of an incredible height, whereupon we went about Ship and stood to the Northward. True Course to this Day Noon is S 44 E 25 miles. Difference of Longitude 29 minutes East. Longitude from London 35°.13′.

Ther. Bar.
0. ± 2,4

F.2. Latitude by account 51°.54′. We have had the Winds from the W N W to the N W b W a moderate gale. We stood to the Northward all day close hauled, at night we tacked and stood to the Southwards to spend the dark. Between 11h. and 12h. this day we were in imminent

—1 29 2

February, 1699—1700. imminent danger of loſing our Ship among the Ice, for the Fog was all the Morning long ſo thick, that we could not ſee a Furlong about us. When on a ſudden a Mountain of Ice began to appear out of the Fog about 3 points on our Leebow; this we made a ſhift to weather, when another appeared more on head, with ſeveral pieces of looſe Ice round about it; this obliged us to tack, and had we miſt ſtays, we had moſt certainly been aſhore on it, and we had not been half a quarter of an hour under way, when another Mountain of Ice began to appear on our Leebow; which obliged us to tack again, with the like danger of being on ſhore: but the Sea being ſmooth and the gale freſh, we got clear; God be praiſed: this danger made my men reflect on the hazards we run, in being alone without a Conſort, and of the inevitable loſs of us all, in caſe we ſtaved our ſhip, which might ſo eaſily happen amongſt theſe Mountains of Ice in the Fogs which are ſo thick and frequent here. This 24 hours we have made a N E b N Courſe 36 miles. Difference of Longitude 33 minutes. Longitude from London 34°.40′.

Ther. Bar.

Sa. 3. Latitude by obſervation 50°.59′. We have had the Winds to the N W and N b W from the W b S, and have made our way good N 36° E 68 miles. Difference of Longitude 1°.4′ E, and Longitude from London 33°.36′. Yeſterday in the Afternoon we paſſed by abundance of Ice in great and ſmall pieces; ſome we ſailed very near to, was in appearance very hard and white as alabaſter, and we feared very much to ſtrike againſt them, ſo in the night, it being a great fog, we tried under a mainſail and mizen, and watched all hands to be ready on occaſion, but it happened that we ſaw no

50.0 28.9

February, 1699—1700. more till toward this Day Noon, when a great high Iſland paſſed by us to windward, which we had ſeen near 4 Leagues from us, it reſembled a Booth in a Fair all covered with Snow.

Su.4. Latitude by account 50°.26′. From Yeſterday noon till night we had a moderate gale at W b N, all night little wind, and with the day the Wind came up far Northerly, when we deſcried three Iſlands of Ice to Windward, bearing about N E from us; we made two boards with the wind at N. and this day at noon they bore from us E N E and N E b E: Courſe this 24 hours N 30 E 38 miles. Difference of Longitude 30′ E. and Longitude from London 33°.6′. The Weather reaſonably clear from fog, but very cold, cloudy and uncomfortable.

Ther. Bar.
—2 29.1

M.5. Latitude by account 49°.55′. Yeſterday in the afternoon the wind being N b E and N, we ſtood off to the Weſtward it being foggy, and we having obſerved the Ice to lie to the Eaſtward of us. After Sunſet it cleared up and we had a very ſerene night till towards morning, Wind at N W b W I ſtood to the Northward cloſe hauled; about Noon it veered to the S W a fine gale, I ordered the Courſe N. per Compaſs, Courſe this 24 hours is N 22° E 33 miles. Difference of Longitude 19 minutes, and Longitude from London 32°.47′.

+4 28.7

Tu.6. Latitude by obſervation 48°.10′. as well as the height of the ſea would permit. We have had a very hard gale of Wind this 24 hours at S W and S S W, ſo that we ſcudded away North with our foreſail, and in the morning took in two reefs in him; all night we lay

†

+12 29.6

† The original has here in black lead a circle with 5 in it.

a try

February, 1699—1700. a try under a mizen ballaſt. True Courſe, Drift and Variation allowed is N 16° E 109 miles. Difference of Longitude is 45 minutes E. and Longitude from London 32°.2′. It was very remarkable, that the Barometer, which had been very low with moderate N and NW Winds, began to riſe as ſoon as the Wind veered to the Southward, and roſe all the time of the Storm, contrary to what I ever obſerved of it; which is, that it never riſes till the Storm begins to abate, it is to be obſerved alſo, that this Southerly Wind warmed the Air, and the Thermometer ſtarted upon it, when all the late Northerly Winds had no effect, contrary to any apparent cauſe.

W.7. Latitude by account 47°.24′. We have had the Winds this 24 hours from the SW to the NW, and from 3h. to 7h. in the morning due North; it being very little Wind in the Night, we went away under our fore topſail. Toward noon the wind coming up to Weſt, I ordered to go away NNE, to recover the warm Sun, whom we have ſcarce ſeen this fortnight; the Weather being commonly foggy, with ſo penetrating a moiſture that our Linnen, our Cloaths, our Papers, &c. feel wet with it, even in our Cabins and Cheſts. True Courſe this 24 hours is E 43 N 67 miles. Difference of Longitude is 1°.12′E; Longitude from London 30°.50′W. The dark Moon in theſe unknown Seas obliging us to lie by every night does very much retard our progreſs.

Ther. *Bar.*
+15 29.4

Th.8. Latitude by a good obſervation 46°.19′. We have had the Winds this 24 hours a freſh gale at W and WNW. This morning pretty clear ſunſhine. Our Courſe, Variation, drift and Leeway allowed is N 43 E 89 miles.

16.0 29.5

Difference

February, 1699—1700. Difference of Longitude 1°.30′ E. and Longitude from London 29°.20′.

F. 9. Latitude by obſervation 45°.13′. We have had the Winds from the W N W to the S W a ſteady freſh gale, and have gone away N N E by Compaſs, and have lain by 4 hours in the night; Drift and Variation allowed our correct Courſe is N 38° E 84 miles. Difference of Longitude 1°.15′. and Longitude from London 28°.5′. It was this morning fine clear weather, but in the wind it was very cold. We have not been able to get the Variation obſerved ſince the 31ſt paſt, it being cloudy always Morning and Evening.

Ther. 21.0 *Bar.* 29.6

Sa. 10. Latitude by obſervation 44°.10′: we have had the Winds from the W S W to the W N W a freſh ſteady gale, we have ſteared away N N E and N E b N per Compaſs. True Courſe, driſt and Variation allowed is N 39°. E 81 miles. Difference of Longitude 1°.12′ E. Longitude from London is 26°.53′. Laſt night I obſerved the Amplitude of the ſetting Sun to be 28°½, whence Variation 12°.53′. or in a round number 13°.—

25.0 29.7

Su. 11. Latitude by account 43°.51′. We have had the Winds this 24 hours from the N W to N a moderate gale, we have gone upon a wind with our Larboard Tacks on board. True Courſe protracted is E 23°. N 49 miles. Difference of Longitude 1°.3′ E. Longitude from London 25°.50′ W. It has been foggy all this morning. Yeſterday in the afternoon we had above 20 Alcatraſſes about the Ship, and this morning our people ſaw one of thoſe Animals we ſaw on the 28th paſt, which ſwam twiſting its Tail into a Bow. *I ſuſpect we are near ſome Land or Rock by the Birds*; this morning we ſee no more of them.

33.0 29.4

Latitude

M 12. Latitude by obſervation 43°.3′. We have had the Winds variable from the N N W to the W S W, a freſh gale, towards night it blew very hard at Weſt, ſo as to oblige us to trie all night under a mizzen, not daring to ſcud in theſe dark nights, and unfrequented Seas, eſpecially ſo many birds being ſeen about us. True Courſe protracted, drift, &c. allowed is E 41 N 73 miles. Difference of Longitude is 1°.16′ E. Longitude from London 24°.34′ W.

Ther. *Bar.*
25.0 29.7½

Tu. 13. Latitude by account 42°.12′. We have had the Winds this 24h. from the N W to the W N W a freſh gale, and have gone away by Compaſs N N E and N E b N. True Courſe, Variation, Drift, &c. allowed is N 43 E 70 miles. Difference of Longitude is 1°.5′. and Longitude from London 23°.29′. This night we tried again, from nine till day light, under Mainſail and Mizzen it blowing pretty hard at W b N, dark gloomy weather.

33.0 29.8½

W. 14. Latitude by an obſervation taken by a glare through the Fog 40°.55′. We have had a freſh ſteady gale from the W to W N W. We went away all day N N E by Compaſs, and by night cloſe hauled to the Northward. True Courſe protracted N 32°. E 91 miles, which gives difference of Longitude 1°.4′ E. Longitude from London 22°.25′. I take the Iſlands of Triſtan d'Acunha, to bear N E 120 Leagues, and being not much out of my Courſe I deſign to ſee and diſcover them. The Thermometer is this day no higher than it was in the Latitude of 49° on the 24th paſt. It is evidently colder to the Eaſtern Part of this Southern Ocean than near the Coaſt of America.

38.0 29.9

Lati-

Th. 15. Latitude taken as yeſterday through the Fog 39°.37′. we have had a ſteady gale at N W b W and N W, and have made our true Courſe N 33 E 93 miles; which gives difference of Longitude 66 minutes or 1°.6′ E. Longitude from London 21°.19′. Finding it ſcarce poſſible to get an Amplitude in this cloudy and foggy climate, I am forced to take the Sun's Azimuth when he is low, and yeſterday afternoon at $5^{h.}$ $16^{m.}\frac{1}{2}$ the Sun being due Weſt in the Heavens, was 9°. to the Southwards thereof, and ſo much is the Variation, and at $5^{h.}$ $54^{m.}$ the ☉ was 15°. by Compaſs to the Southward of the Weſt.

Ther. *Bar.*
43.0 29.9

F. 16. Latitude taken as yeſterday, but with more certainty, 38°.16′. We have had the ſame gale at N W b W without any deflection, and have ſteared away N N E, a point from the Wind; the Weather always overcaſt but pretty clear. True Courſe, Variation and Leeway allowed is N 35°. E 99 miles. Difference of Longitude 1°.13′. Longitude from London 20°.6′ W. At *noon to-day we ſaw an innumerable quantity of Birds about the Ship*, and many Alcatraſſes.

53.0 29.9

Sa. 17. Latitude by a good obſervation 37°.22′. We have had the Wind from the N W b W to the N N W, a very freſh gale; at night we kept cloſe upon a Wind to ſlacken our Way. At 5 this morning we made the Southermoſt of the *three Iſlands* of *Triſtan da Cunha*, bearing N b E from us not above 4 miles, the top of it covered with a very black Cloud. I immediately tackt, till I was more certain which of the 3 Iſlands it was: and about $6^{h.}$ ſtood in with it again, when we ſaw the *Weſtermoſt Iſland*, being very ſteep and high at the Southern Point. When that high Point of it ſhut in behind

57.0 29.8

February, 1699—1700. behind the Iſland cloſe by us, the Southerly Point of one to the Southern of the other, bore W N W ½ N per Compaſs. The *Northermoſt* and principal Iſland of *Triſtan da Cunha* we could not now ſee, being covered in the foggy and hazey Air. At 8 of the Clock, being to Leeward of all theſe Iſlands, and it blowing freſh at N N W, and a great ſea withal; I bore away for the Cape of Good Hope: at 12$^{h.}$ the *great Iſland* appeared, the South Point thereof bearing due W N W; we then being 26 miles diſtant from the *Iſland* we firſt ſaw, due E b N per Compaſs. Yeſterday Evening I took the Variation of the Compaſs per Azimuth, and at 5$^{h.}$ 2$^{m.}$ the Sun was 3° ½ to the Southward of the Magnetical Weſt, and at 5$^{h.}$ 50$^{m.}$ he was juſt a point, or W b S per Compaſs, whence the Variation is 5°.48′ E. between $\frac{5°.36'}{6.00}$.

True Courſe protracted is E 40 ½ N 83 miles, whence difference of Longitude is 1°.20′ E. and Longitude from London 18°.46′. I determine the Latitude of the moſt *Southerly* of the *Iſles of Triſtan da Cunha* 37°.25′. and its Longitude from London 19°.20′ W; which I have reaſon to believe may be 3°. too much, by the account I have of it's diſtance from the Cape and St. Helena.

Su. 18. Latitude by obſervation 36°.44′. We have had the Winds from the N N W to the W. a ſtout gale. We have gone away with it E b N and N E b E to make the Wind fill our Sails to the beſt advantage: True Courſe protracted is E 18°. N 124 miles, which gives difference of Longitude 2°.28′ E. correct Longitude from London (i. e. abating 3°.) is 13°.18′ W. from *Triſtan*, &c. 3°.2′. Since we are paſt theſe Iſlands the Fogs clear up, and we begin to have a dry comfortable

Ther. *Bar.*
47.0 29.8 ½

February, 1699—1700. Air, though the Thermometer be now ſunk 10 degrees ſince yeſterday noon, by the winds veering from N W and N N W to Weſt.

M. 19. Latitude by obſervation 36°.13′. We have had the Winds from the W to S W a freſh gale. We have made our correct Courſe E 17° N 108 miles, which gives difference of Longitude 2°.8′, Longitude from London is 11°.10′, and from Triſtan da Cunha 5°.10′. Several Beds of Weeds paſs by us, moſt of that ſort we took up on the 21ſt paſt. Yeſterday at 5h. 17m. P M. the Sun being truly Weſt, his Magnetical Azimuth was 4°. to the South, that is ſo much Eaſt Variation, as well as could be taken for the great Sea and rowling motion of the Ship.

Ther. Bar.
48.0 30.0½

Tu. 20. Latitude by account 36°.1′. We have had the Winds variable from the S W to the N N E, ſhifting gradually half round the Compaſs to the Eaſtwards. We have made our correct Courſe protracted E 13 N 52 miles, whence difference of Longitude is 1°.2′; and Longitude from London 0°.0′ 10°.0′; from Triſtan da Cunha 6°.12′: Laſt night at Sunſet the Amplitude was 12°.00′, and this morning 7°.00′ to the Southward of the Weſt and Eaſt: whence Variation is 2°.30′ E. I could not ſee the Sun laſt night, but I eſtimated the point of his ſetting by the obliquity of his beams, appearing between the Clouds that covered him.

48.0 29.9

W. 21. Latitude by a good obſervation 36°.3′. We have had the Winds from the N E b N to the N b W a fine gale. We have our correct Courſe E 1 S 82½ miles. Difference of Longitude 1°.42′, and Longitude from London 8°.26′ from the Iſlands 7°.54′. for the moſt part cloſe overcaſt Weather, the Sun ſcarce appearing all day.

57.0 30.0

Latitude

Th. 22. Latitude by obſervation 35°.53′. We have had the Winds from the W to S W a gentle gale, toward noon calm. True Courſe is E b N 50 miles, whence difference of Longitude is 1°.1′ E. Longitude from London 7°.25′ from the Iſlands 8°.55′. cloudy Weather ſtill continues.

Ther. *Bar.*
59.0 30.0

F. 23. Latitude by account 35°.53′. We have had the Winds from N N E to N N W a fine gale. This morning about 9$^{h.}$ the Wind came about to the S S W with a ſquall that made us let fly both our Topſail Sheets. About noon nearly calm. The true Courſe this day is East 100 miles, which gives difference of Longitude 2°.3′. Longitude from London 5°.22′. This Morning I hoped to have ſeen the beginning of the Eclipſe of the Moon, but the ſky was all overcaſt, as is uſual in theſe Climates.

57.0 29.9

Sa. 24. Latitude by an obſervation taken 12$^{m.}$ after Noon 35°.38′. We have had the winds variable; till 5 yeſterday dead calm, then N N E and N E b N; about midnight a ſquall of wind and rain brought the wind to S W, whence it gradually came to the S b E. Courſe protracted is E b N 71 miles, which gives difference of Longitude 1°.27′. E Longitude from London 3°.55′. from Triſtan da Cunha 12°.25′. W*. Yeſterday at Sunſet the Amplitude was 6°.40′. to the Southwards of the W whence the Variation is half a degree Weſterly. The Weather ſqually and uncertain with rain. No Variation 11°.½ to the Eaſtward of the Iſlands.

0.0 29.8

* *Weſt*, this an error for *Eaſt*.

Su. 25. Latitude by a good obſervation 34°.44′. We have had the winds this 24h. from the S S E to the E S E a freſh gale. We have gone cloſe hauled with our ſtarboard tacks on board. Our correct Courſe is NE 76 miles, difference of Longitude is 1°.6′. Longitude from London 2°.49′. W.

Ther. 55.0 *Bar.* 29.7

M. 26. Latitude by account 33°.20′. We have had the Winds from the S E. to the S S W a moderate gale till 5 in the afternoon, when the Wind came to S b W firſt with much rain, but before night we were forced to go under a Foreſail only; by midnight we were forced to ſcud before it; the Storm encreaſing till day-light with a terrible high Sea. About 6 this morning a great Sea broke in upon our Starboard quarter, and withal threw us to, that we had like to have overſet; the Deck being full of Water, which had a clear paſſage over the Gunnel: but it pleaſed God ſhe righted again. So we handed our Foreſail and ſcudded a-hull: till this day noon; the fury of the Storm ſeeming to abate, but the Sea running mountains high. We have made our way N 43 E 115 miles. Difference of Longitude 1°.35′, and total Longitude from London 1°.14′ W.

48.0 29.7

Tu. 27. Latitude by obſervation 31°.18′. The Storm continuing and blowing very hard at South, we ſcudded a-hull till 3, when we ſet our Spritſail reeft and ſcudded right afore it all night; by day the Wind being ſomewhat moderated, we ſet our Foreſail, and by noon we found we were ſhot to the Northwards of the *Cape* 60 Leagues, the Wind ſtill blowing freſh at South: and we being 300 Leagues to the Weſtward of the *Cape*, and our Water not to be come at without romaging (which is not practicable in theſe tempeſtu-

49.0 29.8

ous

February, 1699—1700. cus high grown Seas) and withal to save time, fearing to go home in the Winter, which would expose my weak Ships company to great hardships. I ordered to continue our Course N. to fill our water at St. Helena, our Stock being nearly spent, having been now nine weeks at Sea. Correct course this 24h. is N 2 W 122 miles, the difference of Longitude 5 minutes and Longitude from London 1°.19′ W.

W.28. Latitude by account 29°.35′. We have had the wind due South this 24h. and have gone away right before it N°. 103 miles but correct by Variation N 2 W difference of Longitude 4 minutes, and Longitude from London W 1°.23′. The late storm having twice filled my Cabin knee deep, the Water found some Leaks into the Bread-room, my Steward gave me account that a considerable quantity of bread was spoiled, and would damage more if it were not immediately removed, so I ordered a Survey by my Officers and they found 6 Cwt. Bread, 30lb. Flower, and 30lb. of Cheese to be perished and unfit to be eaten, and it was accordingly cast overboard. The weather close overcast, the Sun scarce appearing all day.

Ther. Bar.
57.0 29.8

Th.29. Latitude by observation 28°.8′. Wind S. till midnight, then came to S S E and E b S; we now entering on the Trade Wind of S E. Our correct Course is N 2½ W 87 miles, difference of Longitude 4 minutes and Longitude from London 1°.27′ W. fine smooth weather but still Cloudy, that it is not possible to observe the Variation; and with great difficulty the Latitude by help of my glass.

62.0 29.8

Latitude

F. 1. Latitude by account 26°.46′. We have had the Winds from the S S E to the E, a moderate gale, and very ſmooth water. Correct Courſe is N 3 W 82 miles, difference of Longitude is 5 minutes, and Longitude W from London is 1°.32′. from Triſtan da Cunha 14°.48′ E. This day towards Sunſet the Sun being 3°. high was 1°. 30′. to the Northward of the Magnetical Weſt, and ſeemed to go down due W. by Compaſs, allowing for the Obliquity of his Deſcent, whence Variation Weſt 3°.30′.

Ther. Bar.
65.0 29.9

Sa. 2. Latitude by obſervation 25°.14′. We have had the Winds from the Eaſt to S E b E a fine gale, and have gone away N. per Compaſs, i. e. N $3\frac{1}{2}$ E* 92 miles difference of Longitude 6′. and Longitude from London 1°.38′ W. Memorandum the Variation mentioned yeſterday ought to be reckoned as of this day being obſerved in Latitude 26°.30′

66.0 30.1

Su. 3. Latitude by obſervation 23°.30′. We have had the Winds from S E to the Eaſt a freſh gale. We have gone away N. per Compaſs, i. e. N $3\frac{1}{2}$ E* 104 miles, difference of Longitude 7′. and Longitude from London Weſt 1°.45′. The Cloudy weather ſtill continues, that we rarely ſee the Sun or Stars eſpecially in the morning hours.

70.0 30.0

M. 4. Latitude by obſervation 21°.58′. We have had the Winds from S E to E as yeſterday, a fine ſteady gale. Our correct Courſe this 24$^{h.}$ is N 4 W 92 miles, difference of Longitude 7′, and Longitude from London 1°.52′ W. Yeſterday near Sunſet, with much difficulty I obſerved the Sun's Magnetical Azimuth, viz. at 5$^{h.}$ 30$^{m.}$.

72.0 30.0

* E for W.

the

March, 1699—1700. the Sun was 5°. to the Northward of the Weſt, and at $5^{h.}$ $50^{m.}$ he was 3°.00′ to the Northward in Latitude 23°.15′. Variation Weſt 4°.10′.

Tu.5. Latitude by a good obſervation 20°.25′. We have had the Winds at S E all this $24^{h.}$ a freſh gale and ſmooth Water. Courſe by Compaſs is N b W but correct and Variation N 15 W 96 miles, which gives difference of Longitude 27 minutes, and Longitude from London 2°.19′ W. I reckon myſelf this noon to be 4 degrees Eaſtwards of the Iſland it bearing N 41 W 116 Leagues diſtant by my account.

Ther. Bar.
75.0 30.0

W.6. Latitude by a very good obſervation 18°.26′. We have had the Winds from the S E to E b S, a freſh gale. We have ſteared away N b W per Compaſs, or N 15 W. Correct Courſe 123 miles, difference of Longitude 34′; and Longitude from London Weſt 2°.53′. At Sunſet the Magnetical Amplitude was 2° ½ to the Northward of the W; but the true Amplitude was 1°.36′ to the South; Variation 4°.6′ W.

77.0 30.0

Th.7. Latitude by a good obſervation 16°.40′: We have had the Winds at E b S and S E b E this $24^{h.}$ and have made our correct Courſe N 15 W 110 miles: difference of Longitude 30′. and Longitude from London 3°.23′. Laſt night at Sunſet the Amplitude was 2°.30′. to the Northward of the Weſt and this morning the Sun roſe 4°.30′. to the Southward of the Eaſt per Compaſs, from which the Variation is concluded 3°.30′ to the Weſtward of the North.

77.½ 29.9½

F.8. Latitude by a very good obſervation 16°.1′. We have had the Winds from the S b E to the E S E a fine gale. By Sunſet we were able to ſee into the Latitude

of

March, 1699—1700. of the Iſland, it being very clear on the Northern Board, ſo I ordered to ſteer away N N W till we were in the Latitude, which was by two this morning, when we bore away due W. Our correct Courſe is W 34° N 70 miles, which gives the difference of Longitude one degree juſt. Longitude from London 4°.23′.

79.0 30.0

Sa. 9. Latitude by a good obſervation 15°.55′. We have had the Winds from the S b E to the Eaſt a moderate gale, we have gone away due Weſt 87½ miles allowing for the drift of four hours from 12 to 4 in the morning that we lay by: difference of Longitude 1°.31′. and Longitude from London 5°.54′. Laſt night and this morning by good obſervations I found the Variation neareſt 3°.00′. or rather 2°.50′ W.

Ther. *Bar.*
78.0 30.0

Su. 10. Latitude by a good obſervation 15°.54′. We have had the Winds from S b E to E. a fine gale, and have made our way due W 70 miles having lain by 4 hours with our head to the Southwards. Difference of Longitude 1°.13′. Longitude from London 7°.7′. Variation well taken by the morning and evening Amplitude 2°.30′ W. this morning we ſaw many of the St. Helena White Birds flying about the Ship. I conclude by them and by the Variation I am not to Leeward of the Iſland though my reckoning be now out.

82.0 29.9

M. 11. Latitude 15°.52′ by a good obſervation. We have had the Winds S S E to S S W a ſmall gale, and have made our way good Weſt 52 miles, difference of Longitude 0°.54′. Longitude from London 8°.1′ W. Laſt night the Variation well taken was as near as might be 2°.00′ W. at 11 this Morning we raiſed the North Part of St. Helena, the top thereof only juſt appearing due W from us, and by Noon we ſaw the high land in the middle

March, 1699—1700. middle of the Iſland, being then about 13 Leagues diſtant from us, as we found afterwards by our Log, and it cannot be ſeen above 15 Leagues in all upon deck.

Tu. 12. By Sunriſe this morning we were cloſe under the Land, but the Winds being far Southerly we were becalmed under the High Land of the Barn Point, and Mats Mount, ſo that it was near noon when we got to an Anchor off of Chapel Valey in 23 fathom water. By my account of the Ship's way this Iſland ſhould be 8°.40′. more Weſterly than London, which is 2°. more than by Cœleſtial Obſervation I have found it formerly, and ſo much I conclude I have been ſet to the Eaſtwards by ſome Current ſince the 17th of February when I left the Iſles of Triſtan da Cunha, from which I have made but 7°.40′ Longitude E to this Iſland; which by concurrent accounts is neareſt 9°.

Sa. 30. In the afternoon I weighed out of St. Helena Road and by 6 of the Clock the Weſtmoſt part bore South. I reckon I depart from Latitude 15°.52′. and Longitude Weſt from London 6°.30′.

Su. 31. Latitude by obſervation 16°.18′. I ſtear away W S W in order to get into the Latitude of *Trinidad* much to windward thereof, to ſee if there be any ſuch Iſles as the Maps lay down, Winds from the E to the E N E a fine gale. Courſe W 24 S 63 miles whence difference of Longitude 1°.0′. Longitude from London 7°.30′. At Noon we layed the Iſland and ſaw no more of the White-Birds.

April, 1700.

M. 1. Latitude by obſervation 16°.53′. We have had the winds at E N E and E b N a freſh gale. True Courſe W 20 S 103 miles which gives difference of Longitude 1°.41′. Longitude from London 9°.11′ W. Yeſterday at Sunſet the Variation was 1°.00′ W. by a good Amplitude.

Tu. 2. Latitude by a good obſervation 17°.21′. We have had the Winds from the E b N to the S E b S a freſh gale and ſmooth water. We have made our true Courſe W 15½ S 104 miles. Difference of Longitude 1°. 45′. Longitude from London 10°.56′. Yeſterday evening the Sun ſet in a Cloud.

W. 3. Latitude by obſervation 18°.00′. We have had the Winds from S E b S to S E b E a freſh gale and ſome ſquals. Our true Courſe is W 19 S 120 miles difference of Longitude 1°.58′. and Longitude from London 12°.54′. Yeſterday Evening by a good Amplitude I found there was no Variation of the Needle.

Th. 4. Latitude by obſervation 18°.34′; We have had the Winds from the S b E to E b S a ſtout gale. Our true Courſe

April, 1700. Course W 16. S 127 miles whence difference of Longitude 2°.6′. and Longitude from London 15°.00′. Yesterday Evening Amplitude gave 1°.00′ East Variation.

F.5. Latitude by observation 19°.18′. We have had a stout gale of Wind from the E b S to E N E. Our true Course W 20°. S 130 miles which gives difference of Longitude 2°.10′. and Longitude from London 17°.10′. the Evening Variation was full 2° E. and this morning $2\frac{1}{2}$ E.

Sa.6. Latitude by observation 19°.48′. We have had the Winds from the E b S to the S E b S a moderate gale. True Course W 18 S 99 miles; gives difference of Longitude 1°.40′. Longitude from London 18°.50′.

Su.7. Latitude by observation 20°.13′. We have had the Winds from the S E b S to E S E a gentle gale. True Course W 18°. $\frac{1}{2}$ S 79 miles difference of Longitude 1°.20′. and Longitude from London 20°.10′. This Morning the Magnetical Amplitude was just 15°.

M.8. Latitude by observation 20°.24′. We have had a gentle gale at E b N and have made our true Course W 9° S 69 miles; whence the difference of Longitude is 1°.14′. and Longitude from London 21°.24′: I am now gotten into the Latitude of *Trinidada*, but find myself continually set to the Northwards of my account, so conclude a Current setting W N W or thereabouts.

Tu.9. Latitude by a good observation 20°. 24′. Wind at E b N a gentle gale. We have made our Course due West 58 miles which gives difference of Longitude 1°.2′. and from London 22°.26′ W. found that stearing W $\frac{1}{2}$ S kept the parallel exactly and so went away by Compass 12 hours West and 12 hours W b S. The ☉ Amplitude at rising this morning was 16°.30′.

W. 10. Latitude well obſerved 20°.23′. We have had a gentle gale at E b N and E N E and made our Courſe due W 66½ miles, whence the difference of Longitude is 1°.11′. and from London 23°.37′. This morning the Amplitude was 17°.00′.

Th. 11. Latitude by obſervation 20°.25′. We have had a fine freſh gale at E N E and have made our Courſe due W 96 miles, difference of Longitude 1°.43′. and Longitude from London 25°.20′. The Evening Amplitude was 8°.00′. and this Morning Amplitude was 18°.00′. Laſt night the Moon applied to the *Contiguæ in faciæ Tauri*, and I got a very good obſervation, whence I concluded myſelf 2°.00′ more to the Weſtward than by my account.

F. 12. Latitude by obſervation 20°.24′. We have had the Winds ſhuffling about between the N E and N N W a gentle gale, but with ſome threatening Clouds. We have made a due Weſt Courſe 55 miles, which gives difference of Longitude 1°.0′. and Longitude from London 26°.20′. Yeſterday Evening the Amplitude was again 8°.0′.

Sa. 13. Latitude by obſervation 20°.21′. We have had very little winds this 24 hours, and for the moſt part calm; ſhuffling all round the Compaſs. We have made our way due W 17 miles, which gives 18 minutes of Longitude, and from London 26°.38′. This morning the Sun's Amplitude was 20°.0′.

Su. 14. Latitude by obſervation 20°.25′. We have had little Winds from the E to the E S E, and have made our true Courſe due W. 41 miles, in Longitude 43 minutes, and from London 27°.21′. This Morning about half an hour paſt 10, we raiſed the *Iſlands* or rather the *Rocks*

April, 1700. *Rocks* of *Martin Vaz* distant about 6 Leagues, and bearing W from us. At Noon they had this position and figure [Vid. Pl. H N1] being in all 3 in number.

These *Islands* lie nearest N. and S. only the Northermost is somewhat more Westerly, and are not above a mile in length, they are no better than Rocks and no way accessible. About 10 in the morning the Wind came up at S E b S and blew fresh.

M. 15. Yesterday in the afternoon about 2 of the Clock we were up with the three *Isles* of *Martin Vaz*, which lie nearly N. and S. unless the Northermost (which is but a very small Rock) be somewhat more Westerly, they are in all not much more than a mile asunder, and about the same time we discovered the Island of *Trinidada* bearing from us by Compass between the W b S and W S W. We steared in with it till Sunset and about 5. at the distance of about 4 Leagues it appeared thus [Vide Plate H N2] bearing W from us.

We plied to windward under an easy sail all night, it blowing pretty fresh at S E, with the day we bore away, and about 8 in the morning we came to an anchor in 30 fathom above a mile from the Shoar on the W side of the Island. I went on shore in the boat to look for water which we soon found, and immediately sent the boat aboard to get the Cask ready and the Pinnace went and sounded and found gradual shoalings to 8 and 10 fathom. By my account I reckon but 21°.20′. from St. Helena to Trinidada, but by my observation of the Moon on the 11th Instant I allow it 23°.20′ W. and from London 29°.50′, the North Part in 20°.25′ S. and the South in 20°.29′ at most. The Island being about 1½ League in length; lying nearest N W and S E.

the

[April, 1700. the North and Weſt Part is nothing but ſteep rocks ſcarce acceſſible.

Tu. 16. The Boat went and brought us 3 Turns of Water, but it was difficult to get it into the Boat by reaſon of the Rocky Shoar which ſtaved ſome of our Caſk: finding we had drove into deeper water, I ordered to weigh, and ſtood all night to Windward with a fine gale at E b S, and by Morning we had the North Point of the Iſle fair under our lee.

W. 17. This morning we moored in 18 fathom on the W. ſide of the Iſle, the North part bearing ENE, the South part SE, and the high ſteep Rock like a Ninepin ESE. Whilſt the Longboat brought more water on board I went aſhore and put ſome Goats and Hogs on the Iſland for Breed, as alſo a pair of Guiney Hens I carried from St. Helena. And I took poſſeſſion of the Iſland in his Majeſty's name, as knowing it to be granted by the King's Letters Patents, leaving the Union Flag flying.

Th. 18. The Water of this Iſland being very fine and good I empty'd my Ciſterns of their brackiſh St. Helena Water, which by reaſon of the great Rains whilſt I was there, was ſo turbid ſometimes as not to be fit to take on board. The Watering place we uſed was a little to the ſouthward of the high Steep Rock, where the water run all the time we were there with a plentiful ſtream, but the Shoar being very rocky much endammaged our Caſk.

F. 19. I rowed round the Iſland in the Pinnace and found it of the following form and poſition [Vide Plate H.]

Variation by ſeveral good Obſervations was 6°.30′ E.

This afternoon I went up to the top of the Iſland and found it very ſteep and laborious to aſcend it, but freſh

water

April, 1700. water ran down in ſeveral places plentifully particularly at A where I went up. On board they ſtowed every thing away, and made ready to ſail.

Sa. 20. This morning I weighed from Trinidada about 7 and at 9 made ſail with wind at E b S: At noon the Iſland was about 4 Leagues diſtant bearing S E b S, though we had ſteared away N N W; for the port of *Pernambuc* in *Braſile*; but I find by the Land that a Current ſets us to the Weſtwards: Latitude by Obſervation 20°. 15′. Longitude from London 29°. 56′: Nothing occurring remarkable in this paſſage it may ſuffice to ſet it down in the following Table.

April.	Wind.	Courſe.	Miles.	Lat. Corr.	Long. Corr.	Amp.	Var. E.
Su. 21.	E. E N E	N 22° W	93	18.49	30.33	— E 10.00	6.27
M. 22.	E b N	N b W	106	17. 5	30.55	— E 11.00	5.36
Tu. 23.	E. E b S	N b W	113	15.14	31.19	— M 22.30	5.51
W. 24.	E N E	N b W	82	13.54	31.41	— E 12.00	5. 4
Th. 25.	E S E	N b W	106	12.10	32.00	— M 22.30	5.31
F. 26.	S S E	N b W	114	10.18	32.20	— E 12.00	5.15
Sa. 27.	S E b E	N 24 W	107	8.40	33. 5		
Su. 28.	E S E	W 15 N	83	8.19	34.25		

Su. 21. From Saturday Noon I bore away W by Compaſs that is W 5 N: at night for one watch I ſtood N E cloſe hauled, then bore away W again, about noon the water began to be diſcoloured, and heaving the Lead we had 30 fathom ſandy ground, in Latitude 8°. 19′, before one in the afternoon we diſcovered the main Land of Braſile, firſt right on head then 4 points on both Bows, about 5 Leagues diſtant, we ſtood in with it till 4$^{h.}$ then clapt by the Wind and ſtood N E b E till night, when knowing the Current at this time of the year to ſet to the Northwards, and not being aſſured of the preciſe Latitude of *Pernambuc*, I feared to drive paſt it in the

Night

April, 1700. Night, ſo came to an Anchor with ſmall bower in 12 fathom water about a league from ſhore ; By day break we were a peek and heaving the anchor out of the ground our Cable broke within a few fathom of the Clench, and for want of light we could not find our Buoy; ſo made ſail along ſhore, for *Pernambuc* which we deſcried to the Northward of us, about Sun riſe. I went on Shore in the Boat for a Pilot, who brought us in, about 10 of the Clock and moored us under the Portugueſe Cannon, and by two of their Men of War. Waiting on the Governor I found him very obliging, and I had liberty to ſupply myſelf with what wine and other things I wanted, and was informed that all was at peace in Europe, which I was moſt deſirous to be aſſured of.

Tu. 30. The next day, April 30th, one Mr. Hardwick who calls himſelf Engliſh Conſul, began to ſhew himſelf ſuſpicious that we might be Pirates, and told me the Governor had promiſed to detain us, till we had acquitted ourſelves to him, which my two Commiſſions and ſubſequent Orders would not do, though he had no objection againſt them.

May

W. 1. Mr. Hardwick took two of my Seamen under Examination apart, and wrote down the account they gave him, which he told me did agree with what I had told him myſelf, wherefore I ſuppoſed him ſatisfied, and got my Wine and other things on board intending to ſail the next day. This Morning the Sun's Magnetical Amplitude was 23°.00′ to the Northward of the Eaſt. Variation E 4°.38′.

Th. 2. Mr. Hardwick pretending farther Jealouſy, deſired me to call on him at his Houſe this Afternoon, where

May, 1700. where inſtead of Buſineſs, he cauſed me to be arreſted, and a Portugueſe Guard ſet on me, whilſt he went and ſearcht my Ship, which he did without ever acquainting me, but finding no ſigns of Piracy on board, he came and diſcharged me of my Guard, begging my pardon, and excuſing it that what he had done was to give ſatisfaction to the Portugueſe who were jealous of me, as not comprehending my Buſineſs.

F. 3. The next day reſolving to ſail I found the Pilot would not put us out of the Harbour, without the Governor's order, which I this day obtained, and I was given to underſtand that Mr. Hardwyck had acted in my affair without Authority, being only empowered to act for the African Company, and the Owners of the Ship Hannibal, which had been ſeized there as a Pirate; and had no Commiſſion of Conſul.

Sa. 4. We weighed out of the Harbour of *Pernambuc*, which they call the *Reciff*. The Town of *Villa Olinda* which lies about a League to the North is at preſent almoſt deſerted, but was heretofore the Seat of the Portugueſe; this day at noon the *Reciff* bore about W S W, diſtant about 10 miles. The Latitude of the *Reciff* is 8°.10′ South, correct Longitude from London 35°.30′.

Su. 5. Latitude by Obſervation 6°.25′. We have had the Winds from the S E b S to the Eaſt a ſmall gale. I ſteared away N N E, when the Wind would permit it, to get an Offing, and this 24$^{h.}$ have made by Log 70 miles, Courſe N N E ½ N. difference of Latitude 1°.7′. but by Obſervation I find 1°.40′; ſo that the Current ſets to the Northwards, about 1⅓ mile per hour; difference of Longitude 21 minutes Eaſt. Longitude from London

May 1700. 35°.00′. This morning the Amplitude was 23°½. and this Evening but 15°½ hence Variation

M.6. Latitude by Obſervation 4°.32′. Wind between the E S E and S E a fine gale, I kept a point from the Wind till Sunſet, then ſteared away N N W, deſigning for the Caribbe Iſles. Courſe protracted N b W 102 miles. Difference of Latitude 1°.40′ Latitude by Accout 4°.45′. ſo we have been ſet 13 miles by the Current to the Northwards. Difference of Longitude 21′ Weſt, Longitude from London 35°.21′ W. This Evening the Amplitude was as yeſterday 15°½. This Morning the ſun roſe clouded.

Tu.7. Latitude by Obſervation 2°.58′. Wind at S E b E and E S E a freſh gale and ſmooth water I ſteared away N N W till midnight, then W N W, Courſe protracted N 38 W 108 miles difference of Latitude 1°.25′. Latitude by Account 3°.7′. Current to the Northwards 9 miles. Difference of Longitude 1°.7′. Longitude from London 36°.28′. This morning the Amplitude was 24°½.

W.8. Latitude by Obſervation 2°.4′. S; Wind at E S E and S E b E a fine gale, Courſe W N W 76′. Difference of Latitude 34. Latitude per Account 2°.24′. Current to the North 20′. Difference of Longitude 1°.8′. Longitude from London 37°.36′. This Morning the Sun roſe clouded, but in the Evening the Amplitude was 15°.48′. accurately.

Th.9. Latitude by Obſervation 1°.4′, Wind from S E b E to E a ſteady gale, and very ſmooth water. Courſe W N W 95 miles. Difference of Latitude 43 miles. Latitude by Account 1°.21′. Current 17 miles to the Northwards. Difference of Longitude 1°.25′; Longitude from London 39°.1′. In the Evening the Amplitude was 15°.00′. but not ſo certainly as laſt night.

Lati-

F.10. Latitude by Eſtimate 0°.00′. Dark cloudy weather. Wind till midnight E b S then E b N to N E a freſh gale. Courſe W 32 N. 90 miles, difference of Latitude 48 miles. Latitude by Account 0°.16′. South. Difference of Longitude 1°.16′. Longitude from London 40°.17′. Morning Amplitude 25°½ and this Evening 15¼ both well taken.

Sa.11. Latitude by obſervation 1°.37′. N. Winds Variable from E b S to N E a gentle gale, Courſe protracted N 30 W 74 miles. Difference of Latitude 64 miles and from Thurſday noon 112 miles but by Obſervations 161, Current 49 miles in 48 hours to the Northwards. Difference of Longitude 37 minutes, Longitude from London 40°.54′. I allow this Current to ſet N W b W along ſhore at the rate of 30 per diem, and this day correct my Longitude adding to it 2°.51′. So that my true Longitude from London is 43°.45′.

Su.12. Dark Cloudy weather Wind from N E b E to E with Squalls and Violent rains. Courſe N W b N 76 miles. Difference of Latitude 63 miles. Latitude per Account 2°.40′. N. Difference of Longitude 42′. Longitude from London 44°.27′.

M.13. Wind and Weather as yeſterday only ſometimes *lunn* gales next to Calm, Courſe N W 47 miles: Difference of Longitude and Latitude 33 miles: Latitude per Account 3°.13′. N. Longitude from London 45°.0′.

Tu.14. Latitude by a good Obſervation 5°.21′, Wind and Weather as before, Courſe N 32 W 66 miles. Difference of Latitude 56 miles. Latitude by account 4°.9′. Current to the Northward in 3 days 72 miles, Difference of Longitude 35′. Longitude from London 45°.35′. We can ſeldom ſee the Sun the Sky being wholly overcaſt with violent Rains by Squalls.

W.15. Latitude by Obſervation 7°.11′. Wind from the ENE to NE a freſh gale. I go away NW, to get off the Lee Shore of Guiana. Courſe due NW 112 miles, Difference of Longitude and Latitude 81 minutes. Latitude by Account 6°.42′. Current this 24 hours 29′. to the Northward, that is 100 miles ſince my Correction on the 11th day; Longitude by Account 46°.56′. I allow the Current to have ſet 2°.00′. ſince the 11th day to the Weſtward, and my Correct Longitude will be 48°.56′ W. from London. Variation this day in the Evening, the Amplitude being 16½, was

Th.16. Latitude by obſervation 8°.25′, Wind at NE a ſteady gale and fair weather, Courſe NW 79 miles. Difference of Latitude 1°.1′. of Longitude 51′. Latitude per account 8°.12′. Longitude per account 49°.47′. I allow 30 miles for the Current, Longitude correct 50°.17′ from London. Morning Amplitude was 26°½, and this Evening 17°. but not ſo certain as this Mornings.

F.17. Latitude by obſervation 9°.27′. Wind from ENE to NE fair weather. Courſe NW 77′. Difference of Latitude 1°.00′. of Longitude 51 W, Latitude by account 9°.25′. Longitude per account 51°.8′. but allowing the Current 51°.38′. this Morning the Colour of the Sea changed from *blue* to a *dark green* or *ſomewhat browniſh*, and we ſaw many Birds both Noddies and Men of War, the Evening Variation well taken was 17°.00′. The Current now ſets wholly Weſt.

Sa.18. Latitude by obſervation 10°.55′. Wind as yeſterday from NE to ENE a freſh gale, Courſe NW 105 miles. Difference of Latitude 1°.20′. Difference of Longitude 1°.9′. Latitude by account 10°.47′. Longitude per account

May, 1700. account 52°.47. Longitude correct 53°.17′. This Evening in the Latitude of 11°.15′ the Sea again recovered its *blue Colour* after we had run over a *Bank* of *oazy bottom* for about 50 Leagues on a N W Course.

Su. 19. Latitude by observation 12°.29′. Wind at E N E and East, a fresh gale. Course N W 109 miles. Difference of Latitude 83 miles, of Longitude 1°.11′ W. Latitude per Account 12°.18′. Longitude per Account 54°.28′. Correct per Current 54°.58′. This Evening many Men of War Birds seen before Sunset, which makes me conclude that I have not allowed enough for the Current, and that we are near Barbadoes. The Sun rises and sets thick.

M. 20. Latitude by observation 13°.7′. Wind at E and ENE a steady gale, I went away N W till last night at 8h. then W b N till midnight. Course protracted W 23 N 95 miles. Difference of Latitude 37 miles, Latitude by account 13°.6′. so that the Current sets wholly to the Westwards. Difference of Longitude 1°.29′. Longitude by account 56°.27′. but allowing the Current 56°.57′ W from London. The Horizon still thick and hazey.

Tu. 21. Yesterday about 5h. in the afternoon we raised the Island of *Barbadoes*, the Middle of it bearing W ½ S by Compass 10 Leagues off, we stood in with it till Midnight, then we stood off and on till day. I reckon that on yesterday noon we were 20 Leagues distant from the *Bridgetown* to the Eastwards, so that by correct account I can make no more than 22½ degrees of Longitude between *Pernambouc* and *Barbadoes*, which by Cœlestial Observation is 23°½, and although I have allowed 7°½ of Longitude for the Current, it does not suffice by 20

Leagues

May, 1700. Leagues, and we have been ſet full 10 Leagues a day to the Weſtwards in this whole Courſe, which muſt be obſerved by all thoſe that go from *Braſile* to *Barbadoes*. About noon we anchored in *Carliſle Bay* in 5 fathom water; here I found his Majeſty's Ship Speedwell under ſail for England.

W. 22. I went up into the Country to wait on the Governor, the Honourable Ralph Grey, Eſq; who adviſed me to make no more ſtay here, than was abſolutely neceſſary, by reaſon the Iſland had not been known ſo ſickly as at preſent, the Bridgetown eſpecially, and for that reaſon to take care to keep my men on board. I ordered the Water Caſk to be got ready, and ſome of them carried on ſhore. This Evening the Amplitude in *Carliſle Bay* was 17°.30′. Variation 5°.25′ E.

Th. 23. This Morning the Amplitude was 28 $\frac{1}{4}$ allowing for the change of the ☉'s Azimuth from the riſing to his appearance over the Land, by night our people had gotten two turns of water on board and all ſtowed away. The Wind theſe three days variable from the E to S E.

F. 24. I weighed from Barbadoes this morning, and whilſt buſy getting under Sail I found myſelf ſeized with the Barbadoes Diſeaſe, which in a little time made me ſo weak I was forced to take my Cabin, I ordered my Mate to ſhape his Courſe for *St. Chriſtopher*'s, without the Iſlands; we left our Stream Anchor in *Barbadoes Road*, the hawſer we rode by being fretted in two, and the Buoy rope likewiſe, by ſome Coral Rocks there. We made ſail alongſt ſhore, wind from E to S E; the body of the Iſland bearing S E 5 Leagues off at 6 of the Clock.

Sa. 25. Latitude per obſervation 14°.43′. Wind at S E a fine gale, Courſe N. 9 W. 64 miles, Longitude W from

May, 1700. from Bridgetown 20′. Longitude from London 59°.35′.

Su. 26. Latitude per Obſervation 16°.47′, Wind from E S E to E, a freſh gale. Courſe N 2 E. Difference of Longitude 3′. E. Longitude from London 59°.32′.

M. 27. Latitude by Obſervation 16°.52′, Wind S E to E S E, a gentle fine gale, Courſe W and W b S 79 miles difference of Longitude 1°.23′. Longitude from London 60°.55′. At 11$^{h.}$ this morning we made *Antego* bearing W N W about 5 Leagues off.

Tu. 28. No Obſervation. Winds E S E and E b S, Courſe W 22 N. 75 miles. Difference of Latitude 28 minutes; Latitude per Account 17°.20′. Difference of Longitude 1°.13′. Longitude from London 62°.8′. We hove the Log home to the *Old Road* of *St. Chriſtophers* where anchored at 8 this Morning in 15 fathom water.

I continued here in hopes to recover my health till Wedneſday June 5, in which time we filled all our water Caſk, and my Boatſwain overhauled the Rigging, and repaired what needed; the Wind being out at S E and ſometimes farther Southerly, made a great Surf on the beach of the Old Road, ſo that it was not without

June difficulty that we got the Water off; and on Monday morning June 3d. we had the misfortune to ſtave the pinnace on the beach, by the Grapnell's giving way, that ſhe could not be made ſerviceable. Wood and Freſh proviſion being ſcarce here, and finding my ſtrength return but ſlowly, and the Iſland being likewiſe ſickly, I departed

W. 5. June 5th for *Anguilla*, we were under ſail by 7 this morning and at Noon we had paſſed the Iſle of *Euſtachia* (which lies in the Latitude of 17°.40′.) *Saba* bearing W b N about 4 Leagues.

This

Th. 6. This morning about ½ an hour paſt 10, we anchored in the road of *Anguilla* in 7 fathom water, about half a mile from Shore.

F. 7. Sa. 8. The 7th and 8th we got a good quantity of dry wood on board and what freſh proviſion the Iſland afforded us.

Su. 9. The 9th I allowed the men to go on ſhore to recreate themſelves, and the

M. 10. Tenth in the morning we ſtood out of the Channel to the Eaſtwards of *Dog Iſland* at Noon Latitude 18°.30′. *Dog Iſland* bearing S E ½ S 2 Leagues. Longitude from London 63°.00′ W. I ſteared away N W b N and in 3 hours we were up with the Iſland of *Sembrero* lying in Latitude 18°.40′. it is not a mile in length, low and flat with ſome rocks on the top that look like old buildings; the Sea birds are innumerable; From hence I ſhaped my Courſe for the Iſland of *Bermudas* in which paſſage nothing occuring but a fair wind and fine weather it may ſuffice to give a table thereof.

June, 1700.	Wind.	Courſe.	Miles.	Lat. Corr.	Lon. Cor.	Amp.	Morning or Evening.	Variation.
M. 10.	ENE	N W b N	6	18.30	63.00	20.30	E	4.27 E
Tu. 11.	ENE, NEbE	N 13 W	113	20.20	63.26			
W. 12.	ENE, EbS	N 9½ W	115	22.13	63.46	30.00	M	4.36
						22.00	E	3.35
Th. 13.	EbS	N 7 W	98	23.50	63.59	22.37	E	3.17
Fr. 14.	ESE, to SSE	N 6 W	106	25.35	64.11	28.30	M	2.25
						24.00	E	2.16
Sa. 15.	SSE	N 7 W	76	26.50	64.21	28.00	M	1.40
						25.00	E	1.30
Su. 16.	SSE	N 8½ W	73	28. 2	64.33	25.30	E	1.17
M. 17.	SSE	N 10½ W	69	29.10	64.47	28.00	M	1. 7
						26.00	E	1. 2
Tu. 18.	SE, EbN	N 15½ E	57	30. 5	64.30	28.00	M	0.52
						27.00	E	0.14 E
W. 19.	ENE	N	58	31. 3	64.30	27.40	M	0.22 E
						27.30	E	0. 2 W
Th. 20.	ESE, E	N 26 E	61	31.56	64.00	27.50	E	0. 9 W

This

Th. 20. This day about 11 of the Clock we made the Iſland of *Bermudas*, the Southermoſt part thereof bearing N b W, diſtant between five and ſix leagues, the Wind being Eaſterly we kept cloſe hauled till 4, then ſtood in with the land, and about 5 fired two guns for a Pilot, who got on board us about 7, we plied to windward all night, and next morning we bore away for *St. Georges Harbour* where we anchored about 8 before
F. 21. the Town in 6 fathom water, viz. Friday June 21ſt, 1700.

This Harbour being very convenient for the purpoſe, I reſolved to clean and fit the Ship for the homeward voyage, expecting blowing weather to the Northward, we careened and ſcrubbed her as well as we could, and our decks and upperworks being leaky by being ſo long in the heats, I hired three Caulkers to aſſiſt my Carpenter, who in ſix days had finiſhed their work, and I gave a new coat of paint to our Carved work which was very bare and partcht. I made ſeveral obſervations to determine the Longitude of this Iſland, which I find to agree with my reckoning Account, viz. that the Longitude of *St. George's Iſland* is 63°.45′. from London and the Latitude thereof 32°. 24′. which is the northermoſt part of the Land.

The Iſlands of *Bermudas* ſtretch in length about 8 Leagues N E and S W and the Southermoſt part which we firſt raiſed when we made it lies in Latitude 32°.10′. To the N. and N W are rocks and Shoals above 4 Leagues off to ſea, ſo that thoſe that intend to make theſe Iſlands ought to be very careful of being to the Northwards, and if they come from the Weſtwards they ought to keep the Latitude of 32°.10′, nor to exceed

July, 1700. 32°.20′. if they come from the Eaſtwards. The S E ſide of the Iſlands are clear from dangers at any diſtance from the Shore. An E S E moon makes high water and it flows about 4 foot on a ſpring in the harbour.

Having loſt our Stream Anchor at *Barbadoes*, as above, I bought another of the Governor here weighing 315lb. for which I paid him 7*l*. 17*s*. 6*d*.

Sa.6. All things were in a readineſs to ſail but the Wind continuing to blow at E and SE, there is no turning out of this harbour by reaſon of the narrowneſs of the Channel among ſunk Rocks.

Th.11. In the Morning the wind came far Southerly a gentle gale next to calm. My Mate Edward Sinclair having deſired his diſcharge for ſome preferment offered him here, and one Mr. George Tucker an able Bermoodas Maſter, wanting a paſſage into England, I entertained him as my mate, and gave Sinclair his Ticket this morning. In the afternoon the Pilot got us out of the Harbour, and we ſtood off to Sea with a gentle gale at S S E, in the night little wind.

F.12. In the Morning at 8$^{h.}$ *St. Georges* Iſle was ſeen from topmaſt head bearing S S W, 8 or 9 Leagues, then I ſhapt my Courſe for *Cape Cod* in *New England* N N W, and at Noon we were in Latitude 32°.59′. Longitude from London 63°.37′. Morning Amplitude 23°.00′. Evening 25½ by the former Variation 1°.10′. by the latter 1°.20′ Weſt.

Sa.13. Latitude by Obſervation 34°.12′. Winds Variable from S E to S W. Courſe by Compaſs N N W true Courſe N 24 W 80 miles, Longitude from London 64°.16′.

Latitude

Su.14. Latitude by Obſervation 36°.00′. Winds variable from S to S W a ſtout gale Courſe by Compaſs N N W, true Courſe N 25 W 119 Miles, hence the difference of Longitude 1°.2′. and Longitude from London 65°.18′.

M.15. Latitude by Account 37°.21′. Wind from S W to W S W, this Morning it came up at N b E we ſtood to the Eaſtwards, Courſe protracted N 13 W 83 miles true Longitude from London 65°.42′. Dark overcaſt weather.

Tu.16. Latitude by Obſervation 37°.56′. Wind from the N b E to N E b E, at four yeſterday we tackt and ſtood to the N Weſtwards, true Courſe protracted is N 43 W 48 miles. Longitude from London 66°.23′. this Evening at $6^{h}.\ 52^{m}.$ the Azimuth of ☉ was 27°½ to the Northwards of the Magnetical Weſt.

W.17. Latitude by Obſervation 38°.36′. Wind at N E and N E b E we ply to the Northwards. Courſe protracted W 42 N. 60 miles, difference of Longitude 0°. 57′ W. Longitude from London 67°.20′ W. this Evening the Amplitude was 30½ whence the Variation 6°.00′. proxime.

Th.18. Latitude by Obſervation 38°.10′. Wind from the N b E to N E. We tackt and ſtood to the Eaſtwards this 24 hours, Courſe protracted is E 24 S. 64 miles, difference of Longitude 1°.15′ E. Longitude from London 66°.5′. this Evening the Amplitude was 30°. Variation 6° Weſt.

F.19. Latitude by Obſervation 39°.8′. Wind from the E N E to Eaſt; We tackt and ſtood to the Northwards, true Courſe N b W 59 miles Longitude from London 66°.20′. Morning Amplitude 18°½ Variation 5°½ W.

Sa. 20. Latitude by Obſervation 40°.30′, Wind from the S E b E to S S E, after midnight S, and before Noon W S W; by midnight we had run 54 miles per Log. Courſe N N W per Compaſs when being in the Latitude of 40°. and the Wind blowing a fierce gale at S, I tried under a Mizen till day, with head to the Eaſtwards, when the gale ſtill encreaſed and blew a meer fret of Wind till noon; we being near the *Banks* of *Nantucket*, upon which there is ground in 40°.40′. at about 50 fathom, and being not able to bear Sail, in ſuch uncertain winds and weather, and a high grown Sea, I was unwilling to run any hazards, and bore away for *Newfoundland*. Longitude this day at noon 66°.40′W.

Su. 21. Latitude by Obſervation 41°.00′. the Wind came up to N W then N N W but in the morning W S W, I bore away E, then E N E, True Courſe E 19 N 92 miles. Difference of Longitude 1°.55′ E. Longitude from London 64°.45′. Variation by the Azimuths of the Sun and Moon this Evening 7°.45′.

M. 22. Latitude by account 41°.28′. Wind between the W S W and South a ſmall gale. Courſe Correct E 30 N 56 miles. Longitude from London 63°. 41′. This Evening the Amplitude was 32½.

Tu. 23. Latitude by obſervation 41°.24′, Calm all day with a mighty ſwell, and the ſea ripling and breaking in a fearful manner, in the Night a ſmall breeze of E N E and N E, Courſe E 31 S. 8 miles. Longitude 63°.32′. Evening Amplitude 32°.30′.

W. 24. Latitude by obſervation 41°.40′ a gentle gale from W N W to S W b S. True Courſe E 24 N 40 miles. Longitude 62°.44′. Morning Amplitude 15 Variation
Evening 32°.45′, whence Variation

Latitude

Th. 25. Latitude by Obſervation 42°.21′. Wind WSW to SE, a fine gale and ſmooth water. True Courſe E 30 N 82 miles, Longitude 61°.8′.

Fr. 26. Latitude by obſervation 43°.22′. Winds from the SW to the NNW a fine ſteady gale. Courſe E 39° ½ N 96 miles. Longitude from London 59°.27′. Variation this Morning 9°.30′ W.

Sa. 27. Latitude by obſervation 43°.18′. Wind from N to NNE a fine gale. Courſe E 3½ S 63 miles. Longitude 58.°00′.

Su 28. Latitude by obſervation 43°.37′. Wind from N to NW a ſmall gale and ſometimes calm. Courſe protracted N 44 E 29 miles. Longitude at Noon 57°.32′. This Evening the Amplitude well taken was 33°.15′. thence Variation

M. 29. Latitude by obſervation 44°.22′. Little Wind till morning, then a freſh gale at W N W, Courſe N 28½ E 51 miles, Longitude from London 56°.58′. Morning Amplitude 11°.30′ well taken. In the Evening 34°.0′. hence Variation

This morning I obſerved the Moon apply to the Hyades.

Tu. 30. Latitude by obſervation 45°.56′. A ſtout gale of Wind at W and WSW. Courſe N 35 E 115 miles. Longitude from London 55°.23′. Laſt night at 7h. we had ground at 40 fathom, and again this morning at 9h. 45 fathom. All this night we went away E. This morning the Amplitude was 10°.00′. and the Evening Amplitude 37°.00′. hence Variation

W. 31. Latitude by account 46°.42′. a freſh gale from the WSW to SW. Correct Courſe is N 41 E 61 miles. Longitude 54°.25′. This day about noon we fell in with

August, 1700. with the French ſide of *Newfoundland* about *Cape Anglois*, which is the Southern Point of the Bay of *St. Maries*. It was all this morning a very thick fog that we could ſee nothing, and had we not fallen in with ſome French Fiſhermen we might have been on Shore. Yeſterday afternoon at 2 we had 53 fathom, and at 8 at night 40 fathoms. Then we lay by under a mizzen till 4, then made Sail: At 6 we had 35 fathom and at 8h. in the morning 70 fathom not four leagues from the Shore.

Th. 1. Latitude by account 46°.25′. Wind S W and S W b S a moderate gale. All yeſterday and this day one continued fog without intermiſſion ſo thick we could not ſee 100 yards about us, only about Sunriſe it cleared up for an hour, and ſhewed us the Weſt Coaſt of *Newfoundland* and the Bay of *St. Maries* out of which we had been turning all the afternoon and the Night. It is about 6 Leagues from *Cape Anglois* to *Cape Pines*, and this noon we were about 5 Leagues to the Eaſtward of *Cape Pine*, not much ſhort of *Cape Raze*, Longitude 53°.53′.

F. 2. Yeſterday afternoon we went about *Cape Raze* and ſtood to the Northwards alongſt the Engliſh ſhore till night, Wind at S W b W off Shore, then lay by all night, in the morning it proved little wind and fog, with fair weather till 10, then it cleared up with a freſh gale at N N E. At noon Latitude 47°.6′. Longitude from London 53°.34′. The *Bay* of *Bulls* bore N N W by Compaſs and as the Wind was, we could fetch no nearer than the Iſle of *Sphere*, called by our People the Iſle of *Deſpair*, bearing at noon W N W about 2 Leagues. We hauled in with the Land, and being

August, 1700. being come near the Engliſh fiſher-boats, they all fled from us, taking us, as we found afterwards, for a Pyrate; being come into the Harbour of *Iſle of Sphere*, called *Toads Cove*, one Humphry Bryant a Biddiford Man fired 4 or 5 Shot through our rigging, but without hurting us: here we anchored in 15 fathom water, and I ſent my Boat to fetch Bryant on board, who excuſed what he had done, by giving me an account of a Pirate that had lately cruiſed on the Coaſt, and plundered a veſſel but a few days before. I forgave the affront finding the ſaid report confirmed: I conclude the Longitude of this place by my Account from *Bermudas*, and by my Obſervation of July 29 A M to be 54°. from London.

Sa. 3. Here being excellent good water, and Birch Wood eaſy to come by, I gave order to rummage for the Caſk, and to carry them on ſhore and waſh them, and a boats crew went to cut wood. Wind N. a fine gale.

Su. 4. Wind at N W and N N W moderate weather.

M. 5. This Morning I had a good Amplitude, the Sun riſing, clear, $5^{\circ}\frac{1}{2}$. to the Northwards of the Magnetical Eaſt and the true Amplitude being 20°.30′. the Variation is 15° W. and ſo much I found it aſhore by my needles. Wind moſt Weſterly.

Tu. 6. Yeſterday and this day we had got as much wood and water on board as was neceſſary, ſo this day noon I ordered to ſtow all away and make ready to ſail, Wind a fine gale at N W.

W. 7. Yeſterday about 5 P M I weighed out of *Toads Cove*, for England and as ſoon as we were got out, the Wind came about to N E and N E b N a freſh gale, ſo we ſtood away by the Wind E b S and E S E all night, at Sun riſe it fell dead Calm, and at noon we were by Obſervation

August, 1700. ſervation in Latitude 47°.00′. *Cape Broyle* bearing W. 5°. N. by Correct Compaſs; diſtant 10 Leagues. Longitude from London 53°.20′.

Th. 8. Latitude by obſervation 47°.52′. Yeſterday about 1h. ſprung up a fine gale of S b E Wind, which came round with the Sun to W S W and freſhened. I ſteared away E b N by Compaſs, but Correct Courſe E 23 N. 132 miles, difference of Longitude 3°.00′ E. Longitude from London 50°.20′ W. by Amplitude laſt night and Azimuth this morning, I conclude the Variation 14°40′ W at Midnight laſt paſt.

F. 9. Latitude by Account 48°.38′. Winds from W b S to S b W, Correct Courſe E 24° N. 113 miles. Difference of Longitude 2°.35′ E. Longitude from London 47°.45′. all this day a ſteady Gale with a continual fog.

Sa. 10. Latitude by account 49°.8′. Wind at W S W a freſh gale and continual fog. Courſe Eaſt by Compaſs, but Correct E 14° N. 124 miles. Difference of Longitude 3°.5′. Longitude from London 44°.40′ W.

M. 12. Latitude by account 49°.48′. Wind at W S W and and S W a ſtout gale. Correct Courſe E 13°½ N. 172 miles. The fog ſtill continues as before and no Obſervation. Difference of Longitude 4°.20′ E. Longitude from London 40°.20′.

M. 13. Latitude by account 49°.56′. Wind as before till morning, then from N N E to E N E, I plied to the Eaſtwards. Correct Courſe E 4°. N. 120 miles. Difference of Longitude 3°.5′. Longitude from London 37°.15′.

Latitude

Tu. 13. Latitude by Obſervation 49°.6′. but by account 49°. 26′. (In 14 degrees of Longitude we have not erred above 20 minutes in Latitude) Wind at E N E and N E b E Correct Courſe S. 40° E. 65 miles: Difference of Longitude 1°.4′. Longitude from London 36°.11′. This morning the fog cleared up for a few hours.

W. 14. Latitude by account 49°.30′. Wind S S W a ſtout ſteady gale, Correct Courſe E 10° N. 142 miles, difference of Longitude 3°.33′. Longitude from London 32°.38′.

Th. 15. Latitude by account 49°.45′. Wind as yeſterday till morning, then ſmall gales at W b S. Courſe E 10 N 87 miles. Difference of Longitude 2°.13′. Longitude from London 30°.25′.

F. 16. Latitude by account 49°.50′. Small Winds and variable. Courſe Correct E 9° N. 31 miles. Difference of Longitude 48 minutes E, Longitude from London 29°.37′. the fogs ſtill continue.

Sa. 17. Latitude by a good Obſervation 50°.16′. : but by account 50°.00′. Winds variable from W to S. Correct Courſe E 9 N 62 miles. Difference of Longitude 1°.37′. Longitude from London 28°.0′ W. This morning being about half way over-Sea the fog cleared up for good and all.

Su. 18. Latitude by Obſervation 50°.22′. a fine gale from S to S W, Courſe E 4° N. 81′. Difference of Longitude 2°. 6′. and Longitude from London 25°.54′. Yeſterday about ſun-ſet the Moon then almoſt full aroſe clear. When her Altitude was 2°.00′. her Azimuth from the E. Southerly, was 31°.00′. her place ♒ 28°.00′. La-

titude North 0°.34′. by which I compute the Variation 9°.10′ Westerly.

M.19. Latitude by observation 50°.8′. Wind as yesterday. Course Correct E 9°. S. 93 miles; difference of Longitude 2°.24′. Longitude from London 23°.30′. This morning the Colour of the Sea changed into *greenish*. I hove the Deep Sea Lead but had no ground at 75 fathoms, I doubt not but it is a *bank of shoaler ground* the outside thereof is 220 Leagues West from *Scilly*.

Tu.20. Latitude by account 49°.34′. Wind from S W b S to W S W, a stout gale, in the night especially. Correct Course E 14°. S 144 miles, which gives difference of Longitude 3°.35′. Longitude from London 19°.55′. Yesterday in the Evening by two good Azimuths I concluded the Variation 8°.15′ W.

W.21. Latitude by a good observation 49°.25′. Wind at W b S till 10$^{h.}$ at night, then N E and N E b N a fresh gale, Course E 5° S 103 miles: Difference of Longitude 2°.38′. and Longitude from London 17°.17′.

Th.22. Latitude by a good observation 49°.8′. Winds variable from the N E b E to S E b E we ply to the Eastwards, Correct Course protracted is E 28 S 36 miles. Difference of Longitude 49 minutes. Longitude from London 16°.28′ W. Last night the Variation by a good Azimuth was 7°.32′. and this morning again 6°.17′ Westerly.

F.23. Latitude by account 49°.19′. Wind from S to W variable a moderate gale. Course correct E 7° N 93 miles. Difference of Longitude 2°.20′. Longitude from London 14°.8′.

Latitude

Sa. 24. Latitude by a very good obſervation 49°.18′. Winds variable from the N to ENE. Courſe protracted E 1°S 66 miles. Difference of Longitude 1°.41′. Longitude from London 12°.27′.

Su. 25. Latitude by obſervation 49°.39′, Wind variable from NNW to WSW a fine gale. Courſe protracted E 14° N 88½ miles. Difference of Longitude 2°.12′. Longitude from London 10°.15′ Weſt. Yeſterday about Sunſet, viz. 6h. 17m. the Azimuth of the Sun from the Weſt was 15° Northerly, and we then ſounded and had no Ground with 80 fathom; but at 8 this morning we had ground in 70 fathom: *Scilly* bearing due E as we found the next day full 50 Leagues.

M. 26. Latitude by a very good obſervation 49°.49′. We have had the Winds variable from the SSW to the NW, a freſh gale. Correct Courſe is E 4°½ N 131 miles. Difference of Longitude 3°.22′. Longitude from London 6°.53′ W. Laſt night at Sunſet we had ground in 60 fathom, and this morning at 4h. the ſame depth; at 9h. we made *Scilly*, the Light-houſe bearing E b N 4 Leagues off: at Noon we were paſt the *Biſhops and Clerks*, and the Weſt Part of *St. Agnes Iſle* bore due North of us. The South Part of *Scilly* lies in 49°.50′ *paſt diſpute*.

Tu. 27. This morning at 9h. we came to an anchor in *Cauſon Bay*, in *Plymouth Sound*. Wind at WNW and NW; I went forthwith to look for orders at Commiſſioner St. Low's but found none. Yeſterday at Sunſet the Amplitude was 17°.00′. Variation 7°.13′. And this Morning off of the *Eddiſtone* the Amplitude was 3°.00′. Variation 6°.33′.

This

W.28. This morning I weighed out of Plymouth Sound; Wind at S W b S. I made a trip to the Weſtward fearing I ſhould ſcarce weather the *Start*, and at Noon went about again to the Eaſtwards.

Th.29. Yeſterday Evening about 6 of the Clock we came up with the *Bolt*. Wind fair Southerly and blowing freſh we could not weather the *Start*, ſo ſtood to the Weſtwards till 10$^{h.}$ at night, then tact and weathered the *Start*, by noon we were fair by *Portland*.

F.30. Yeſterday in the afternoon was foggy till Sunſet, then clearing up we were fair by the *Iſle of Wight*, Wind S W. The morning proved calm but after Sunriſe an Eaſterly gale ſprung up, ſo between 8$^{h.}$ and 9$^{h.}$ it being high water we chopt to an anchor in 28 fathom, off of the *Ourſe*, being out of ſight of Land, at noon Latitude by a good Obſervation 50°.28′.

Sa.31. The Wind continued Eaſterly a ſmall gale and ſometimes calm with fog. We tided it to windward. The Sun roſe this morning due Eaſt by Compaſs, Variation 7°.14′. At noon we were thwart of *Beachy*, the Weſt part of the head Land bearing North a league from us, by an exact Obſervation Latitude 50°. 42′.

September.

Su.1. The Wind continuing E and E b S we tided it to Windward, this morning with the flood we had a gale of South and S S W Wind a ſmall breeze which brought us by noon abreaſt of *Dungineſs*.

M.2. Yeſterday in the afternoon it fell calm about 4$^{h.}$ we came to an anchor to the Eaſtwards of the *Neſs* to ſtop the Tide. The Ebb being done we weighed with a gale of N W wind and this day about one of the Clock P M came to an anchor in the *Downs*.

This

Tu. 3. This Morning I received the Lords Commiſſioners orders to make the beſt of my way to *Long-reach* there to put out my Guns and ſo to *Deptford* to be laid up. Accordingly I weighed with the flood about 3h. and at high water came to an Anchor off of *Ramſgate*. Wind at N b W.

W. 4. This morning we weighed with the Wind at W N W a ſtout gale which when we came open of the *Foreland* blew ſo hard that the Pilot thought not fit to bear Sail ſo bore up and anchored again under the Shelter of the *North-foreland*.

Th. 5. Wind at W S W. This morning we weighed with the flood and by high water were gotten into *Weſtgate Bay*, with the night flood we turned it into the *Gore*.

F. 6. Winds S W and S W b S we turned it through the narrows and went over the *Flats*, we found ſo little water at the *Red Sand* that we were forced to ſtay till the tide was more flown. About noon it being near half flood we had 10 foot water over the bar and the Wind Southering we were able to ſtem the Ebb, and the next morning by high water we came to an anchor at *Graveſ-end*, the Wind being at W S W.

Sa. 7. About noon we weighed, and with the flood came to an anchor in *Long-reach* about 3 of the Clock. I ſent up my Gunner to give notice at the *Tower* of our Arrival, but it being night before he got to Town 'twas Monday morning before they had notice.

ABSTRACT

OF

DR. HALLEY'S VOYAGE.

1699.

Sept. 16. SHIP sailed from *Deptford* to *Gallions*

18. Dr. *Halley* embarked at *Gallions*, sailed from thence and anchored in *Gravesend Reach* a little below the *Town*

20. Sailed from *Gravesend* and anchored in *Margate Road*

21. Anchored in the *Downs*

26. ☽ S°. 10^h 15^m. High Water at *Deal* S b W Moon—*Low Water* at *Deal* carefully observed at 5^h 15^m PM. and the Stream ran to the *Southwards* from 2 till past 8

27. *Variation* in *the Downs* 7°.32′.—Sailed from *the Downs*

28. Past *Dunnose*: Took a departure from *Portland* bearing N ½ E about 8 Leagues distant

Oct. 1. Some small Birds flew on board

5. Fell in with a Fleet of *Danes* of 18 sail; and spoke with a *Dartmouth* Sloop

Examined

Oct. 6. Examined a *Dutchman* from *Faro*, who hoisted *French* Colours

11. Violent Storm

13. Missed *Madeira*

14. Lost his Boy *Manly White* overboard

15. Saw *Palma*—N. End 28°.48′ N. S. End 28°.25′ N.

16. Saw *Ferro* N. End 27.50 S. End 27.40

21. Saw *Sal*

22. Anchored in a very good *road* on the W. Side of the Island. Variation 0°.55′ W.
Sal N End 16°.55′ N
S End 16.35 Longitude 23°.0′ W

24. Sailed from *Sal*, saw *Bonavista*,
N. End 16°.20′ N
S. End 16.0 Longitude 23°.0′ W

25. Anchored in *Praya Road*, *St. Jago*, Latitude 14°.50′ N Longitude 23°.30′. Variation 0°.0′. Found an *English* Merchantman bound for *Guinea*, which sailed that Day

28. Sailed from St. *Jago*

Nov. 17. Passed the *Equator*

20. Saw a *Tropick Bird* and a *Man of War Bird*.

21. No Birds this day—

24. Saw a *Tropick Bird* and two *white Birds* like *St. Helena Pigeons*.

Dec. 2. *Sounded* no ground 110 fathom, abreast of the *Abrolhos*

4. Observation of Longitude by ☾

5. Observation of ☾ and Mars

9. Got into *smooth water*, under shelter of the *Land*; a fragrant smell of Flowers, and several Butterflies

10. Saw the *Main Land* of *Brasile*, being Cape *St. Thomas* to the N E of *Cape Frio*. *Sounded* and had 15 fathom. The *Highland* of Cape *St. Thomas* bearing N W. Anchored in the Night.

Dec. 12. Saw *Cape Frio*—

13. Saw the *Sugar Loaf* at the Entrance of *Rio Janeiro*—The Iſland of *Cape Frio* lies in 22°.55′S.

14. Anchored in *Rio Janeiro*

29. Sailed from *Rio Janeiro*

30. Took a departure from thence, the middle of the Entrance bearing due N.

1700. Jan. 14. Hard Gale of Wind

16. Tried the *Current*, found *none*

18. Hard Gale of Wind

20. Colour of Sea changed to *pale green*.—At night Sea appeared very white and abundance of ſmall ſea-fowl about the Ship and ſeveral beds of Weeds.—Alcatroſſes which firſt met with in 27°S. now left them

23. Violent Gale of Wind—Multitudes of Sea Birds every day about the Ship, of 5 or 6 ſeveral kinds.

24. Violent Gale of Wind

25. Very cold with a S. Wind—ſet near 30′ to N^{d} in 2 Days

27. Great Fog—Sounded every two hours, apprehending himſelf to be near *Land*; yeſterday and to-day ſeveral fowls which he took to be *Penguins* paſſed by the Ship

28. Continual thick Fog.—Several *Diving Birds* and a *couple* of *extraordinary Animals*.

29. Very cold, miſty, rainy, uncomfortable weather—a *Seal* ſwam after the Ship

30. Thick Fog

31. Clear Weather with Eaſterly Winds—Several beds of Weeds

Saw

February 1. Saw 3 *Iſlands* of *Ice*; *one* of them *at leaſt* as *high* as the *North-Foreland*, and not leſs than 5 miles in front—To-day Latitude by account 52°.24′ S. which is the fartheſt *South* they went

2. Thick Fog—amongſt the *Ice*

3. Fog—more *Ice*

4. The weather reaſonably clear from Fog, but very cold, cloudy and uncomfortable—deſcried 3 *Iſlands of Ice*. Obſerved the *Ice* to lye to the *Eaſtwards* of them. The laſt Ice they ſaw but little to the Southward of 50° S.

6. Hard Gale of Wind—*Southerly* Wind *warmed* the air. Barometer roſe with it

7. Weather commonly foggy, and great damps

9. Fine clear weather but Wind very cold

10. In the afternoon above 20 Alcatraſſes about the Ship

11. Foggy; in the morning ſaw one of the Animals mentioned the 28th. Suſpect near ſome *Land* or *Rock* by the *Birds*; ſaw no more of them this morning

12. Many Birds

14. Colder in the *Eaſtern Part* of this Ocean than near the *Coaſt* of *America*

16. In 38°.16′ S°. at noon an *innumerable quantity of Birds* about the Ship, and many Alcatraſſes.

17. Saw *Triſtan da Cunha*.—The Latitude of the *Southern Iſland* 37°.25′ S. Variation 5°. 48′ E

18. Fogs clear up ſince paſt the Iſlands

26. Storm

27. Storm continuing

March 10. Saw many of the *St. Helena White Birds* about the Ship

11. Saw *St. Helena*

Anchored

March 12. Anchored at *St. Helena*
30. Sailed from *St. Helena*
April 14. Saw *Martin Vaz*—in the afternoon saw *Trinidada*
15. Anchored at *Trinidada*
17. Put ashore some *Goats* and *Hogs* for breed; and a pair of *Guiney Hens*; took possession of the Island.
18. *Fine Water*
19. Went up to the top of the Island
20. Sailed from *Trinidada*
29. Got *Soundings* on the Coast of *Brasile*, saw the *Land* and anchored in the night, lost an anchor; in the morning anchored at *Pernambuc*
May 4. Sailed from *Pernambuc*, Lat. 8°.10′ S.
17. Colour of Sea changed from *blue* to *dark green* or somewhat *browniſh*; saw many *birds*, both Noddies and Men of War.
18. In the Evening the Sea recovered its *blue colour*, after running over a *Bank* of *ouzy Bottom* for about 50 leagues on a *NW Course*.
19. Many Men of War Birds
20. In the afternoon saw *Barbadoes*—*Strong Currents*
21. Anchored in *Carliſle Bay*.—Variation 5°.25′ E.
24. Sailed from *Barbadoes*—Lost an anchor there
27. Saw *Antego*
28. Anchored in the *old Road* at *St. Chriſtopher's*
June 3. Stove the Pinnace
5. Sailed from *St. Chriſtopher's*, passed *Euſtachia* in 17°.40′ N
6. Anchored at *Anguilla*
17. Sailed from thence, passed *Sombrero* in 18°.40′ N
20. Saw *Bermudas*

Anchored

21. Anchored in *St. George*'s Harbour, Northermoſt Part of the Land 32.°24′ N. Longitude from London 63°.45′ W.

Bermudas from 32°.10′. to 32°.24′ N.

July 11. Diſcharged *Edward Sinclair* his mate, and engaged Mr. George Tucker.—Sailed in the afternoon.

12. Loſt ſight of *Bermudas*

29. Obſervation of ☾ and the Hyades

31. Fell in with *Newfoundland* about *Cape Anglois*

Aug. 2. Anchored in *Toad's Cove* in the *Iſle* of *Sphere*

5. Variation 15° W.

6. Sailed from *Toad's Cove*

7. Loſt ſight of *Newfoundland*

17. The Fog cleared up for good and all, being half way over-ſea.

19. Suppoſed they paſſed over a *Bank* 220 Leagues W from *Scilly*.

25. Got Soundings.

26. Saw *Scilly*

27. Anchored in *Cauſon Bay* in *Plymouth Sound*

28. Sailed from *Plymouth*

Sept. 2. Anchored in the *Downs*

6. Anchored at *Graveſend*

7. Anchored in *Long-reach*

EXTRAIT du Voyage fait aux Terres Auſtrales, les années 1738 & 1739, par Mr. DES LOZIERS BOUVET commandant la Frégate l'*Aigle*, accompagnée de la Frégate *la Marie*.

CES deux Frégates ſortirent de l'Orient le 19 Juillet 1738.

Le 31 Juillet elles eurent connoiſſance de l'Iſle de Madere, & s'eſtimoient 38 lieues plus à l'Eſt qu'elles n'étoient. De cette poſition elles firent route pour paſſer à l'Oueſt des Canaries. Le 4 Août à midi, elles étoient à la hauteur de l'Iſle de Fer, & s'en eſtimoient à 6 lieues, cependant elles n'apperçurent point cette Iſle.

Le 11 Août on reconnut l'Iſle de Sal, l'une des Iſles du Cap verd.

Du 8 au 9 Septembre on paſſa la Ligne Equinoxiale par 354^{d} 45$'$ de longitude, méridien de Ténérif.

Le 11 Octobre ces deux Frégates relâcherent à l'Iſle Sainte Catherine, côte du Breſil, & en ſortirent le 13 Novembre pour continuer leurs découvertes. Ci-après leur route de chaque jour.

N. B. *La longitude eſt ſuivant le méridien de Ténérif, ces Navigateurs ſe ſervant de la Carte de Piétergoos.*

Jours du Mois.	*Vents.*	*Routes.*			*Chemin*	*Latit. obſerv.*	*Longitude*	*Variations.*
Nov.		D.	M.		Lieues.	D. M.	D. M.	
14	E.S.E. S.E.	E.	3	0 S.	13 $\frac{1}{3}$	27 21	333 36	*Ortive.*
15	S.S.E. au S.E.	E.N.E.	2	50 E.	10 $\frac{3}{4}$	27 2	334 10	12 dég. 45 min, N.E.
16	S. au S.E.	N.E.	0	45 N.	10 $\frac{1}{4}$	26 40	334 34	
17	S.E. $\frac{1}{4}$ S. N.E. $\frac{1}{4}$ N.	S. $\frac{1}{4}$ S.E.	2	0 S.	4	26 52	334 37	*Occaſe.* 12 deg. N.E.

E 3 d. S. de Ste. Cath.

Jours du Mois.	Vents	Routes.			Chemin	Latit. observ.	Longitude	Variations.
Nov.		D.	M.		Lieues.	D. M.	D. M.	
18	E.N.E. au N.E.¼N.	S.E.¼.S.	0	0	19	. . .	355 13	
19	N.E. O.¼.N.O.	S.E.	3	0 S.	15 ⅔	28 39	355 59	
20	O.S.O. S.S.E.	S.E.¼.E	3	0 E.	23	. . .	337 6	
21	S.S.E. à l'E S.E.	E.	2	0 S.	9 ⅓	29 15	337 38	
22	E.S.E. N.	S.E.¼.S.	1	45 E.	21 ⅖	30 26	338 29	
23	N. au N.O.	S.E.	4	50 S.	49 ½	32 19	340 21	*Occaſe.* 11 d. 14 m. N.E.
24	N.O.O. S.E.¼.S.	S.E.¼.E.	1	45 S.	26 ½	33 1	341 37	
25	S.¼.S.O.E. N.E.	E.S.E.	1	30 E.	11 ⅖	33 10	342 16	*Occaſe.* 10 deg. 50 min.
26	N.E.N.N.O. O.	S.E.	0	45 S.	31	34 20	343 35	*Occaſe.* 10 d. 22 m.
27	N.¼N.O. O.N.O.	S.E.	0	45 E.	44	35 52	345 30	
28	N.O. S.	E.¼.N.E.	4	0 E.	17 ¼		346 33	
29	S.E. S.S.E.	E.¼.N.E.	4	0 N.	25 ½		348 4	
30	S.E. au S.¼.S.O.	S.S.O	3	10 S.	6		347 56	
Déc.	*Vents.*	D.	M.		Lieues.	D. M.	D. M.	
1	N.O.E.¼.S. ENE.	S.S.E.	2	0 E.	15 ½		348 20	
2	E¼.N.E. N.E¼.N.	S.E.¼.S.	0	25 E.	35 ½		349 35	
3	N.¼.N.O. N.O.	S.E.¼.S.	4	15 E.	38 ⅕			
4	N.O. O.	S.E.¼.S.	3	45 E.	35 ⅕	41 18	352 53	*Vu du Goëmon.*
5	N.O.¼.O. N.	S.E.¼.S.	4	10 E.	34 ⅕	42 43	354 18	Idem.
6	O.N.O. O.	S.E.¼.E.	4	30 E.	11	43 1	354 58	*Vu des Oiſeaux & du Goëmon.*
7	O.S.O. O.N.O.	S.E.	1	15 S.	26 ⅔	43 59	356 14	*Variation ortive.* 7 d. 50 m. N.E.
8	O.S. O.¼.S.O.	E.	0	30 N.	35 ⅕	43 58	358 44	
9	O.¼.S.O. O¼N.O.	E.	2	0 N.	38 ⅕	43 52	1 23	
10	O.¼.N.O. O.	E.	2	30 S.	37			*Occaſe.* 7 d. 15 m. N.E.
11	O.¼.N.O. O.¼SO.	E.	2	0 S.	34 ½			
12	S.O.¼.S. O.N.O.	S.E.¼.E.	1	30 S.	18 ½			

Jours du mois. Déc.	Vents.	Routes.	D.	M.		Chemin Lieues.		Latit. observ. D.	M.	Longitude D.	M.	Variations.
13	N.O.¼.O.	S.	3	15	O.	34		45	50	6	48	
14	O.N.O. O.S.O.	S.	4	15	E.	30	¼					*Vu des Oiſeaux nommés Pinguins.*
15 *	N.O.¼.N. O.¼.S.O.	S.¼.S.E.	4		S.	31	¼	48	54	7	16	
16	O.N.O. Oueſt.	E.S.E.	2	30	S.	26	⅔					
17	Oueſt. O.S.O.	E.¼.S.E.	1	45	S.	31		49	49	11	27	*Vu ce jour beaucoup de Goêmon & de Pinguins.*
18	O.S.O. Sud.	E.	4	15	S.	29						
19	Sud. Eſt.	E.	3	30	N.	8	⅓					*Vu un loup marin ; on a ſondé ſans trouver fond.*
20	Eſt. S.E.	S.	3	30	O.	15	⅔					*Vu 2 loups marins.*
21	S.E. Nord. Oueſt.	S.	2	40	E.	19						*Vu beaucoup de glaces & de Bourguignons. ***
22	Idem. Variables.	E.¼.S.E.	2	30	E.	13	⅕	51	29	16	19	
23	S.¼.S.O. N.¼.N.O. Forts.	E.	0	45	S.	28	⅓					*Pendant ces quatre jours on ne vit point de glaces.*
24	N.N.O. O.N.O.	E.				11	⅔					
25	O.N.O. O.S.O. Forts.	N.E.	1	45	E.	15						
26	S.O ¼.O. O.¼.S.O.	E.	4	30	N.	34	⅕					*Vu des glaces.*
27	E.S.E. Sud.	E.S.E.	4	0	S.	14	¼					Idem.
28	Idem.	S.E.	0	45	E.	5	¾					Idem.
29	Sud, S.O.¼.O.	E.¼.S.E.	5	15	S.	14		51	9	25	32	Idem.
30	Eſt, N.E.	S.¼.S.E.	1	30	E.	26						Idem.
31	N.E.¼.E. E.N.E.	S.	3	45	E.	33	⅔	54	6	26	12	*Brouillards, Neige, Grand froid & Verglas.*

* *On vit ce même jour 3 Glaces & pluſieurs Oiſeaux amphibies.*

** *On appelle* Bourguignons *des Glaces plates & diſperſées ſur la ſurface de la mer.*

OBSERVATIONS.

Entre le parallele de 48^{d} de latitude méridionale & celui de 49^{d}, & par 7^{d} de longitude à l'Eſt du méridien de Ténérif, les brumes ou brouillards commencerent à devenir ſi épais, que le plus ſouvent les deux Vaiſſeaux ne pouvoient s'entrevoir à une portée de piſtolet de

de distance ; & plus ils ont avancé vers le Sud, plus ces brouillards étoient fréquents.

Le 15 Décembre on commença à voir les premieres glaces qui paroissoient élevées de plus de 100 toises au-dessus de l'eau. Ils virent aussi un grand nombre d'autres petites glaces nommées *Bourguignons*, qui probablement se détachent des autres & couvrent la surface de la mer de leurs débris, & comme une seule de ces petites glaces peut causer la perte d'un Vaisseau, ceux-ci étoient obligés de venir au Lof, ou d'arriver pour les éviter.

Les grandes glaces se voient de six à sept lieues de distance ; elles paroissent de loin comme des Isles très-hautes, quelques-unes ayant environ 200 toises de hauteur & 2 à 3 lieues de circuit. Ces glaces rendirent à ces Vaisseaux cette navigation pénible & dangéreuse, joint à ce qu'ils étoient à chaque instant exposés à s'aborder, & qu'ils avoient beaucoup de peine à manœuvrer, (leurs mats, leurs cordages & leurs voiles étant toujours glacés,) ce qui a duré pendant 42 jours qu'ils ont séjourné dans ces mers.

Le 1er. Janvier 1739 à 3 heures ½ après midi, le temps étant devenu un peu plus clair, les Vaisseaux étant alors par 54^d^ 20′ de Latitude & 25^d^ 47′ de Longitude, méridien de Ténérif, on apperçut une terre qui restoit à l'E.N.E. dans l'éloignement de 8 à 10 lieues : elle leur parut très-haute, couverte de neige & cernée de glaces à 7 ou 8 lieues tout-au-tour, qui paroissoient comme autant d'Isles : l'étendue de la terre paroissoit avoir 4 à 5 lieues du Nord au Sud. Suivant la route estimée depuis le jour précédent, ils n'auroient dû en être éloignés le 31 Décembre, que de 4 lieues, ce qui fait croire que le brouillard les avoit alors empêchés de l'appercevoir.

Les indices de l'approche de ces terres, sont certains Oiseaux blancs de la grosseur d'un Pigeon, & qui en ont le vol. Ces Oiseaux, suivant ce qu'on remarqua, ne s'écartent qu'à 10 ou 12 lieues de la côte. Il y a aussi une espéce de Canard qui nage à-peu-près comme un Marsouin, il est différent seulement du Canard, par deux ailerons qu'il a au lieu des ailes, & par son bec qui ressemble à celui d'un Corbeau ; son plumage est court, serré & presqu'imperceptible sur les deux nageoires ; le reste de sa plume sur tout le corps, est semblable à celle d'un Cormoran ; cet Oiseau suit ordinairement les glaces.

La

La quantité de glaces dont ces mers ſont remplies, fait préſumer qu'il y a beaucoup de terres dans cette partie de l'Hémiſphère Auſtral.

On donna à cette terre le nom de Cap de la Circonciſion, à cauſe du jour qu'on en avoit fait la découverte. Il eſt ſitué par 54d de Latitude & 26 à 27d de Longitude, méridien de Ténérif.

Sitôt qu'on eût reconnu cette terre, les Vaiſſeaux tinrent le vent pour s'en approcher, mais dans l'après-midi du même jour, les glaces & le brouillard ayant beaucoup augmenté, ils ne purent tirer un parti avantageux de leur route.

Le 2 Janvier à midi ils étoient par 54d 40′ de latitude, un peu ſous le vent de la terre ; les glaces qui les obligeoient d'arriver fréquemment, leur faiſoient perdre ce qu'ils pouvoient gagner au vent en louvoyant.

Le 3 ils regagnerent ce qu'ils avoient perdu le jour précédent.

Le 4 ils ſoutinrent encore pendant la nuit à petites voiles, & malgré les glaces & brouillards, ils s'éleverent de 4 à 5 lieues au vent.

Le 5 la brume ou le brouillard étoit ſi épais, qu'on ne put rien découvrir.

Le 6 un peu avant midi, comme on ſe préparoit à virer de bord, il ſurvint tout-à-coup un très-grand nombre de ces oiſeaux blancs dont on a parlé ci-devant, & à la faveur du tems devenu plus clair, ils apperçurent une groſſe glace à un quart de lieue devant le Vaiſſeau, & on vit en même tems la terre à 1 ou 2 lieues de diſtance.

Les deux Vaiſſeaux virerent ſur le champ de bord pour éviter la glace, mais à peine avoit-on eu le tems d'orienter les voiles, que le brouillard augmenta de telle façon qu'on ne put plus rien diſtinguer. Ces incidens contribuerent à décourager les équipages haraſſés & épuiſés par les fatigues.

Le 7 la brume ſe diſſipa ſur le ſoir, & les vents ayant ſoufflé de la partie de l'Oueſt qui étoit favorable pour accoſter la terre, on fit route pour s'en approcher, & le 8 à la pointe du jour on s'en trouva beaucoup plus près qu'on ne croyoit ; mais à 5 heures du matin le brouillard la cacha preſqu'entiérement, & augmenta enſuite aſſez pour la dérober à la vue. Les Vaiſſeaux continuerent cependant à faire route pour en approcher juſqu'à 7 heures du matin qu'ils porterent vers le large. Le ſoir le brouillard ſe diſſipant on fit route de nouveau vers la terre. A 6 heures du même jour on crut appercevoir une nouvelle

terre dans le N.N.E. du Cap de la Circonciſion. Un banc de glace près du même endroit appuyoit encore cette opinion.

Comme il étoit important de ſavoir ſi cette nouvelle terre y étoit contiguë, pour ne point s'affaler dans un Golfe où les vents d'Oueſt, ordinaires & très forts dans ces parages, auroient abbatu les Vaiſſeaux, on fit route pour approcher cette nouvelle terre. Le brouillard ayant augmenté juſqu'à 9 heures du ſoir, les Vaiſſeaux porterent au large & revirerent enſuite pour ſe trouver au jour dans la même poſition.

Le 9 à la pointe du jour on apperçut encore la même apparence que le jour précédent, & on cingla pour la reconnoître. Cependant, la brume & les glaces les ayant encore obligés de revirer pluſieurs fois, ils ne purent éclaircir ce doute que le 10 entre 3 & 4 heures du matin, alors le tems étant clair & fin, ils reconnurent que cette nouvelle terre étoit un nuage, ſur le champ ils firent route pour côtoyer la terre qui eſt dans l'Eſt du Cap de la Circonciſion; à 5 heures du matin le brouillard devint très-épais, le 11 également, & le 12 gros tems, groſſe mer & beaucoup de brouillards.

Depuis qu'on étoit à la vue de cette terre, ces Navigateurs n'avoient retiré d'autres avantages, que celui de s'aſſurer de l'exiſtence de cette terre, de pouvoir l'affirmer, & de reconnoître qu'elle s'étendoit 8 à 10 lieues à l'E.N.E. & 6 à 7 lieues dans le S.E., ſans toute-fois pouvoir décider ſi elle faiſoit partie d'un Continent, ou ſi c'étoit une Iſle avancée au large: ils n'avoient pu trouver aucun inſtant favorable pour y envoyer des bateaux; la ſaiſon s'avançoit ſans s'adoucir, tous les équipages tomboient malades, à l'exception de ceux que la force de l'âge & un tempéramment vigoureux ſoutenoient encore. Ces conſidérations ne permirent pas à Mr. BOUVET de perſiſter d'avantage, & l'obligerent à renoncer à la découverte d'une terre dont l'abord paroiſſoit très-difficile, & en quelque façon inacceſſible, & d'un autre côté, trop méridionale, pour être de quelqu'utilité à la navigation des Indes. Ce Commandant prit le parti de faire route pour viſiter les terres qui pouvoient être dans le N.E. de celle-ci. Ces Vaiſſeaux s'éleverent en conſéquence ſur le parallèle de 51 à 52 dégrés, & le parcoururent avec les mêmes incommodités, difficultés & riſques juſqu'au 51 dégré de longitude à l'Eſt du méridien de Ténérif. Les fortes variations de l'aiguille aimantée les aſſurerent qu'ils n'étoient pas plus à l'Oueſt, & même, à en juger par l'atterrage de la Frégate *la Marie* au Cap de Bonne-Eſpérance, il paroît qu'ils ont été juſques par 55 dégrés de

cette

cette longitude ; alors ne rencontrant aucune terre, & réfléchiſſant que quand bien même ils en euſſent trouvé au-delà, elles auroient été trop à l'Orient pour remplir les vues de la Compagnie des Indes, Mr. BOUVET, de l'avis de ſes Officiers, ſe détermina à faire route pour relâcher & faire leur retour, ſavoir, la Frégate *la Marie* dont Mr. BOUVET prit le commandement, fut deſtinée pour revenir en France, en relâchant au Cap de Bonne-Eſpérance. La Frégate *l'Aigle* dont Mr. HAYS prit la conduite, fut envoyée aux Iſles de France & de Bourbon.

Le 5 Février à midi, les deux Vaiſſeaux ſe ſéparerent ; *la Marie* arriva au Cap de Bonne-Eſpérance le 28 Février, & le 31 Mars l'Equipage de cette Frégate étant rétabli, Mr. BOUVET, en partant dudit Cap, s'éleva en cinglant au N.O.¼.O. juſques par 20 d. 20′ de latitude méridionale, & par 13 d 30′ de longitude, méridien de Ténérif. De cette ſituation il fit valoir la route l'Oueſt pour s'aſſurer de l'exiſtence des Iſles Martin-vaz, telles qu'elles ſont marquées ſur les Cartes Hollandoiſes & Portugaiſes ; mais il n'en eut aucune connoiſſance, il rencontra ſeulement le 29 Avril, s'eſtimant par 348 d. 30′, l'Iſle de la Trinité, ainſi que les Iſlots ou rochers qui en ſont éloignés de 8 lieues à l'E.¼.N.E. Il paſſa entre ces Iſlots & la Trinité, fit le tour de cette Iſle, ſans toutefois y aborder, enſuite il dirigea ſa route pour revenir en France, où il arriva le 24 Juin 1739.

REMARQUE. *Suivant la Navigation de la Frégate* l'Aigle, *le Cap de la Circonciſion ſeroit de* 53 d. 45 m. *à l'Orient du méridien de l'Iſle Ste Catherine.*

ROUTE de la Frégate *l'Aigle* depuis la vue du Cap de la Circonciſion juſqu'à l'Iſle de France.

LE 9 Janvier relevé la terre du S.¼.S.O. au S.E. 3 d Sud diſtant de 12 lieues. Latitude obſervée... 53 d 32′. Longitude de Ténérif 26 d 16′. Varaiation N.O. 7 d.

Le 10 les vents du N.O.¼.O. au O.S.O. route depuis le midi précédent Le S.E.¼.S. 5 d Eſt ⅔ de lieue.

Vu à 4 heures du matin le Cap de la Circonciſion au S.¼.S.O. 12 lieues, & une pointe qui va en pente du côté de l'Eſt dudit Cap au S.S.E.

Jours du Mois.	Vents.	Routes.				Chemin	Latit. observ.	Longitude		Variations.
Janv.		D.	M.			Lieues.	D. M.	D.	M.	
11	Oueſt, O.N.O.	N.N.E.	3	30	E.	16				
12	N.¼.N.O. Oueſt.	E.N.E.	3	0	E.	9 ⅔				
13	O.¼.N.O. O.¼S.O.	N.N.E.				17 ⅔				
14	O.N.O. O.¼.S.O.	E.¼.N.E.	4	0	N.	26 ¼				
15	N.N.E. O.¼.N.O.	Eſt.	3	15	Sud.	29 ¾	51 51	32	44	*Vu pluſieurs Glaces*
16	O.N.O. Oueſt.	E.¼.N.E.	4	0	E.	31 ¼	51 39	35	13	*Vu deux Glaces.*
17	Oueſt, N. Eſt.	E.¼.S.E.	3	30	E.	20 ½				*Vu une Glace.*
18	Eſt, N¼.N.O.	S.E.¼.S.	1	30	Sud.	5 ⅔	52 1	37	6	
19	N.¼.N.O. E. S.S.E.	N.E.¼.E.	5	0	Eſt.	14 ½				
20	S.¼.S.E. Oueſt.	E.¼.N.E.	2	0	Eſt.	26				
21	S.¼.S.O. S.O.	Eſt.				30 ⅔				
22	S.O. Oueſt.	E.¼.S.E.	5	30	Eſt.	24				
23	Oueſt, O.S.O.	Eſt.	3	45	Sud.	26 ⅓				*Vu des Glaces.*
24	O.S.O. Oueſt.	Eſt.	4	0	Sud.	35 ⅔	51 36	49	30	*Vu un Loup marin, & la derniere Glace.*
25	O. N. E.N.E.	E.N.E.	2	35	N.	9 ¼				*Vu un Loup marin.*
26	N.O.¼.N. O. S.S.O	N.¼.N.E.				22 ¼				
27	S.S.O. E. N.O.¼.N	Nord.	5	0	Eſt.	31 ⅓				
28	N.N.E. N.O. O.	N.N.E.	3	0	N.	18	47 40	51	14	
29	N.O. O.N.O.	N.N.E.	4	0	Eſt.	27				
30	N.E.¼N. N.O.¼.N.	N.E.¼N.	3	15	N.	12 ⅓	45 53	52	55	
31	Nord, O.N.O.	N.E.¼.E.				17	45 29	53	56	*Variat.* N.O. *Occaſe.* 22 d. 42 m.
Fev.	*Vents.*	D.	M.			Lieues.	D. M.	D.	M.	
1	N.O. O.¼.N O.	N.E.¼.E.	5	30	Eſt.	12	45 10	54	41	
2	Oueſt, Nord.	N.E.¼.N.	3	30	N.	22 ⅕				
3	Nord, N.O.	E.¼.N.E.	2	15	N.	12 ¾	43 55	56	27	
4	N.O. Oueſt.	N.N.E.	5	30	N.	27	42 37	56	59	

Jours du Mois.	Vents.		Routes.				Chemin		Latit. observ.		Longitude		Variations.		
Fev.				D.	M.		Lieues.		D.	M.	D.	M.			
5	N.O.	Oueſt.	Nord.	4	15	Eſt.	22		41	29	57	5	*Séparation des deux Frégates.*		
6	O.N.O.	Oueſt.	N.E.$\frac{1}{4}$.E.	1	30	Eſt.	34	$\frac{1}{3}$	40	36	59				
7	N.$\frac{1}{4}$N.E.	N.N.O.	E.N.E.	4	0	N.	40	$\frac{1}{4}$							
8	N.N.E.	N.O.	N.E.$\frac{1}{4}$.N.	3	30	E.	34	$\frac{3}{4}$	38	8	62	49			
9	Oueſt.	Sud.	E.N.E.	2	15	N.	28	$\frac{2}{3}$							
10	S.S.E.	Nord.	Eſt.	1	45	Sud.	26	$\frac{1}{3}$							
11	Nord.		Eſt.				52	$\frac{2}{3}$	37	38	69	25	*Variation*, d. m. 25 26	N.O.	*Oc.*
12	Nord.	Oueſt.	Eſt.	1	30	N.	49	$\frac{1}{3}$	37	35	72	30			
13	O.S.O.	O.$\frac{1}{4}$.N.O.	Eſt.	2	30	N.	46	$\frac{1}{3}$							
14	Oueſt.	O.N.O.	E.$\frac{1}{4}$.N.E.	2	0	N.	33	$\frac{1}{3}$	36	55	77	25	24 22	N.O.	*Oc.*
15	Oueſt.	Nord.	N.E.$\frac{1}{4}$.E.	2	15	N.	20	$\frac{2}{3}$	36	19	78	28			
16	N.E.$\frac{1}{4}$.E.	N.N.E.	Eſt.				20	$\frac{1}{2}$					23 47 22 28	*Occaſe.* *Ortive.*	
17	N.E.	N.N.O.	E.$\frac{1}{4}$.N.E.	1	0	N.	18	$\frac{2}{3}$	36	18	80	51	22 20		
18	N.$\frac{1}{4}$.N.O.	N.N.O.	S.E.$\frac{1}{4}$.E.	2	30	E.	4		36	24	81	3	21 55 21 4	*Occaſe.* *Ortive.*	
19	N.N.E.	N.O.	N.E.	3	30	N.	24		35	30	82	1	22	*Occaſe.*	
20	O.N.O.	S.O$\frac{1}{4}$.S.	N.E.$\frac{1}{4}$.N.	1	45	N.	19		34	42	82	38	20 50	*Occaſe.*	
21	S.S.E.	Nord.	N.E.$\frac{1}{4}$.E.	2	15	N.	16	$\frac{1}{2}$	34	12	83	26	20	*Occaſe.*	
22	N.N.O.	N.$\frac{1}{4}$.N.O.	N.E.$\frac{1}{4}$.N.	2	30	E.	37	$\frac{1}{2}$	32	41	84	45	18 35	*Ortive.*	
23	N.$\frac{1}{4}$.N.O.	N.N.E.	N.E.$\frac{1}{4}$.E.	2	0	E.	29		31	59	86	12	17 35	*Occaſe.*	
24	N.$\frac{1}{4}$.N.E.	N.E.	E.$\frac{1}{4}$.S.E.	1	30	E.	21		32	10	87	25	17 6 16 37	*Occaſe.* *Ortive.*	
25	N.E.	S.S.O.	N.N.O.				5	$\frac{3}{4}$	31	54	87	17	16 5	*Ortive.*	
26	Sud.	S.E.	Nord.	4	0	O.	30	$\frac{2}{3}$	30	22	87	10	15 39 14 38	*Occaſe.* *Ortive.*	
27	S.E.$\frac{1}{4}$.S.	S.O.$\frac{1}{4}$ S.	Nord.	2	45	O.	24		29	10	87	6	14 5 13 14	*Occaſe.* *Ortive.*	
28	S.O$\frac{1}{4}$S.	S.$\frac{1}{4}$.S.E.	N.$\frac{1}{4}$.N.O.	2	0	O.	42	$\frac{3}{4}$	27	5	86	33	12 30 12 19	*Occaſe.* *Ortive.*	

Jours du Mois.	Vents.		Routes.	D.	M.		Chemin	Latit. observ.	Longitude		Variations.
Mars.							Lieues.	D. M.	D.	M.	
1	S.$\frac{1}{4}$.S.E.	E.S.E.	N.$\frac{1}{4}$.N.O.	0	30	O.	48	24 44	86		11 d. 53 m. *Occaſe.*
2	E.S.E.	E.N.E.	N.N.O.	2	0	O.	44 $\frac{3}{4}$				
3	S.E.$\frac{1}{4}$.E.		O.$\frac{1}{4}$.N.O.	3	30	N.	31 $\frac{1}{4}$	19 51	82	45	
4	E.S.E.		Oueſt.	1	30	N.	35 $\frac{1}{4}$	19 50	80	52	
5	E.$\frac{1}{4}$.S.E.		O.$\frac{1}{4}$.N.O.	4	15	O.	38 $\frac{1}{3}$	19 36	78	31	
6	E.$\frac{1}{4}$.S.E.	E.S.E.	Oueſt.	4	30	Sud.	30 $\frac{3}{4}$	19 41	77	13	11 30 *Ortive.*
7	E.S.E.	S.E.	Oueſt.	2	45	N.	31 $\frac{1}{3}$	19 33	75	33	

Le 7 Mars à midi on releva l'Iſle Rodrigues au S.E.$\frac{1}{4}$.E. du compas dans l'éloignement de 8 lieues.

Remarques.

Suivant le Journal de la Frégate *l'Aigle*, on trouve que la différence des méridiens entre le Cap de la Circonciſion & le point où il étoit le 7 Mars à midi, eſt de . . . . . 49^{d} 17′

Différence entre le point du relevement & le milieu de l'Iſle Rodrigues 0 27

Différence des méridiens entre le Cap & le milieu de l'Iſle 49 44

Vraie longitude de l'Iſle Rodrigues, ſuivant les Obſervations de Mr. l'Abbé de Pingré en 1761. à l'orient du méridien de Paris 60 30

Longitude du Cap de la Circonciſion à l'orient de Paris . . . . . 10^{d} 46′

Suivant la Navigation de la Frégate *l'Aigle*.

Extrait

EXTRAIT du Journal de la Frégate *la Marie*, depuis la vûe du Cap de la Circonciſion juſqu'au Cap de Bonne Eſpérance.

LE Jeudi premier Janvier à 3 heures après midi, le brouillard étant devenu moins épais, on apperçut une terre haute & eſcarpée, dont les montagnes étoient en plus grande partie couvertes de neige, elle reſtoit à l'E.N.E. du compas environ 9 lieues, & ſuivant la latitude où ce Vaiſſeau s'eſtimoit alors, il jugea ce Cap qu'il voyoit, par 54^{d} 6′ de latitude, & par 26^{d} 20′ de longitude à l'Eſt du méridien de Ténérif, ſuivant ſon eſtime continuée depuis l'Iſle de Ste. Catherine, ſe ſervant de la Carte de Piétergoos. On donna à ce Cap le nom de Cap de la Circonciſion, à cauſe du jour auquel on célébroit cette Fête. Comme les vents venoient de ce côté-là, il ne fut pas poſſible d'approcher la terre autant qu'on le déſiroit. A huit heures du ſoir on la releva de l'E.$\frac{1}{4}$.N.E. au N.E.$\frac{1}{4}$.E. 8 à 10 lieues

Le Vendredi 2 au matin, la terre reſtoit à l'E.N.E. & à midi au N.E. dans l'éloignement de 10 à 12 lieues. Le haut ou ſommet des montagnes paroiſſoit couvert de neige ; du côté de l'Eſt on voyoit une pointe baſſe qui paroiſſoit terminer un enfoncement : on ſonda ſans pouvoir trouver le fond. La route du Jeudi 1 à midi au Vendredi 2 à la même heure, fut eſtimée le S.$\frac{1}{4}$.S.E. 4^{d} Sud 13 lieues ; Latitude eſtimée..... 54^{d} 25′. Longitude.... 26^{d} 3′.

Du 2 au 3 les vents ont regné de l'E.N.E. au N.N.E. petit frais, accompagnés de Neige & de Brouillard. On a louvoyé bord ſur bord, & la route réduite d'un midi à l'autre à été le N.N.E. 4 l. $\frac{1}{3}$. Latitude obſervée..... 54^{d} 18′. Longitude.... 26^{d} 12′. Vers les 4 heures après midi du 3, le tems étant plus ſerein, on voyoit très-diſtinctement la terre. La côte qui paroiſſoit bordée de glaces, ſembloit former pluſieurs enfoncemens, & le rivage paroiſſoit eſcarpé dans toute ſon étendue, le haut des montagnes couvert de Neige, & dans les endroits où il n'y avoit point de Neige, il paroiſſoit beaucoup de bois. On releva la terre ainſi qu'elle eſt marquée Planche B.

Du 3

Du 3 au 4 les vents ont soufflé du Nord au N.¼.N.E. bon frais, tems couvert & obscur, les Vaisseaux ayant louvoyé & fait différens bords pour accoster la terre. Ce matin 4 on s'est approché à 3 ou 4 lieues, & on a remarqué que la côte étoit cernée d'un banc de glace qui s'en écartoit de 2 à 3 lieues au large.

Le 4 à midi estimé la route des 24 heures le N.¼.N.E. 2^{d} Nord... 5 l. ⅔. Latitude estimée..... 54^{d} 1′ Longitude..... 26^{d} 17′

Du 4 au 5, vents du N.¼.N.E. au N.N.O., petit frais, & le brouillard si épais, qu'à peine pouvoit-on distinguer sur l'avant à une longueur de Vaisseau, de façon qu'on n'a pu appercevoir la terre. On a tenu différens bords en louvoyant à petites voiles, crainte d'aborder ou la terre ou les glaces. Route réduite, le N.O.¼.N. 2^{d} Ouest... 3 l. ⅔. Latitude estimée..... 53^{d} 52′. Longitude..... 26^{d} 6′.

Du 5 au 6, vents du N.N.O. au N.¼.N.O. inégal, brouillards épais. On a continué à louvoyer à petits bords. A 11 heures ½ du matin, le tems s'étant un peu éclairci, on a apperçu une très-haute glace à un quart de lieue au plus sur l'avant, avec un banc de glace qui s'étendoit de-là jusqu'à une autre glace également élevée; & les Vaisseaux se seroient indubitablement brisés, si on eut continué la route un quart-d'heure de plus. On a donc sur le champ viré de bord, & au même instant on a relevé la terre la plus Nord dans le même alignement qu'une très-haute glace au N.E., 5^{d} Est; le Cap de la Circoncision au N.E.¼.E. 5^{d} Est, distant d'environ trois lieues. La route depuis le midi 5 a été le S.E.¼.E. 5^{d} Est 3 lieues. Latitude estimée..... 53^{d} 56′ Longitude..... 26^{d} 19′.

N. B. *Il paroît par ce relevement qu'on étoit alors de 15′ plus au Sud qu'on n'estimoit être, soit que l'erreur vînt d'un courant qui portoit de ce côté-là, ou d'un défaut d'estime.*

Du 6 au 7 les vents ont regné du Nord à l'O.¼.S.O., bon frais, ce qui nous obligea de prendre un ris dans chaque hunier, ayant tenu différens bords; la route réduite suivant l'estime a été le N.O.¼.N. 5^{d} Ouest. Chemin 10 lieues ⅔. Latitude suivant l'estime continuée..... 53^{d} 31′, & suivant le point du jour précédent, corrigé par la vûe de la terre, la latitude seroit de..... 53^{d} 46′. Longitude..... 25^{d} 53′.

Du 7 au 8 les vents ont été variables de l'O.¼.S.O. au N.¼.N.O. & O.N.O., d'une force inégale; on a fait différentes routes. A

quatre

quatre heures du matin on a apperçu le Cap de la Circonciſion au S.$\frac{1}{3}$.S.E. & S.S.E. On voyoit une haute montagne couverte de neige & ſon extrémité paroiſſoit au-deſſus des nuages. On a profité ſur le champ du peu de vent qu'il faiſoit pour s'en approcher. A midi le brouillard étoit ſi épais, qu'on ne pouvoit rien diſtinguer. La route ſuivant l'eſtime a été le N.N.E. $5^{d}\frac{1}{2}$ Eſt... 2 lieues. Latitude ſuivant le point du relévement du 6 à midi..... 53^{d} 41′
Longitude..... 25^{d} 58′

Du 8 au 9 vents de l'O.$\frac{1}{4}$.S.O. à l'O.N.O. bon petit frais, tems de brouillards, pendant lequel on ſe trouvoit continuellement entre les Glaces, & les Bourguignons. On continua de louvoyer, & à midi on eſtima la route réduite le N.E.$\frac{1}{4}$.N. 2 lieues.
Latitude obſervée..... 53^{d} 35′ Longitude..... 26^{d} 3′
On a vu la terre à midi du S.$\frac{1}{4}$.S.O. au S.S.E. diſtante d'environ 10 à 12^{l}.

Du 9 au 10 aſſez bon frais de l'O.S.O. au N.O. le tems toujours obſcurci par le Brouillard, à 4 heures du matin ayant vu la terre diſtinctement du S.S.O. au S.S.E. on voyoit à ce dernier rumb une pointe baſſe, on ſe diſpoſa à y envoyer des bateaux; mais en peu de tems le Brouillard devint ſi épais, qu'on ne pouvoit voir à $\frac{1}{4}$ de lieue, de ſorte que l'expédition des bateaux n'eut pas lieu. La route du 9 au 10 à midi fut par eſtime le Sud 2^{d}. Oueſt. Chemin... 2 lieues $\frac{2}{3}$.
Latitude eſtimée..... 53^{d} 43′ Longitude..... 26^{d} 4′.

Glaces fréquentes.

Il paroît, ſuivant le relevement du Cap de la Circonciſion, que les Courans avoient porté le Vaiſſeau vers l'Eſt : ainſi en ſuppoſant ce Cap par 26^{d} 20′ de Longitude, comme on l'avoit eſtimé le $1^{er.}$ Janvier, on auroit été alors, ſuivant le relevement de 4 heures, & le chemin qu'on fit juſqu'à midi, par 26^{d} 35′ de Longitude.

Du 10 au 11 vents de l'O.$\frac{1}{4}$.S.O. au N.O. vent très-fort avec pluie : gouverné à différentes routes qu'on a eſtimées, réduites juſqu'à midi, le N.N.E. 1^{d} N... 16^{l}. Latitude eſtimée... 52^{d} 58′ Long... 27^{d} 5′
Variation ortive 7^{d} 35′ N.O.

Du 11 au 12 vent du N.O. à l'Oueſt, vent très-fort avec pluie, on a tenu à la Cape & la route réduite a valu l'E.N.E. 3^{d} N... 11^{l}.
Latitude eſtimée.... 52^{d} 44′ Longitude.... 27^{d} 54′.

Du 12 au 13 vents de l'Oueſt à l'O.S.O. vents très-forts, tems couvert & Brouillards. Cape. Route réduite N.N.E. 5^{d} Nord, chemin... $17^{l}\frac{1}{2}$.
Latitude eſtimée.... 51^{d} 54′ Longitude.... 28^{d} 20′.

Du 13 au 14 vents de l'Oueſt à l'O.N.O. pluie, tems couvert; cinglé a diverſes routes qui ont valu reduites l'E.N.E. $5^{d}\ \frac{1}{2}$ Eſt.. 26^{l}. Latitude eſtimée..... $51^{d}\ 27'$ Longitude.... $30^{d}\ 21'$

Du 14 au 15 vents variables du N.N.E., N.O. & Oueſt moyen, Route eſtimée E.$\frac{1}{4}$.S.E. 5^{d} Eſt. Chemin... $31^{l}\frac{1}{2}$. Latitude eſtimée... $51^{d}\ 37'$ Latitude obſervée.... $51^{d}\ 45'$ La différence au Sud de $8'$ Longitude réformée ſuivant la différence..... $32^{d}\ 52'$

Jours du Mois.	*Vents.*	*Routes.*				*Chemin*	*Latit. obſerv.*		*Longitude*		*Variations.*
JANV.			D.	M.		Lieues.	D.	M.	D.	M.	
16	O.N.O. Oueſt. Bon frais, pluie, neige.	Eſt.	3	30	N.	33 $\frac{1}{4}$	51	41	35	31	
17	Oueſt. N.O.$\frac{1}{4}$.O. Pluie & Neige.	E.$\frac{1}{4}$.S.E.	5	0	Eſt.	19 $\frac{1}{4}$			37	4	*Ortive.* 13 d. 20 m.
18	Eſt. N.$\frac{1}{4}$.N.O. Idem.	S.E.$\frac{1}{4}$.S.	4	0	Eſt.	5 $\frac{1}{3}$			37	20	
19	Nord. S.S.E. Même temps.	N.E.$\frac{1}{4}$E.	4 $\frac{1}{2}$	0	N.	14 $\frac{1}{2}$			38	15	
20	O.S. S.S.E. Couvert & brouillard.	N.$\frac{1}{4}$.E.	2 $\frac{1}{2}$	0	N.	27 $\frac{1}{4}$			40	21	
21	S.S.O. S.O.$\frac{1}{4}$.S. Couvert.	Eſt.	5	0	N.	31			42	49	
22	S.O. O.N.O. Idem.	Eſt.	2	0	N.	24			44	44	
23	Mêmes vents, bon frais.	Eſt.	2	0	S.	27 $\frac{1}{3}$	51	15	46	53	
24	Oueſt. O.S.O.	E.$\frac{1}{4}$.S.E.	4	0	E.	38 $\frac{1}{3}$	51	30	49	56	
25	O.$\frac{1}{4}$.N.O, N, E.N.E Neige, bon frais.	E.N.E.	5	0	E.	12			50	50	*Vu ce jour la derniere Glace.*
26	N.O. O.N.O. Variable.	Nord.	5 $\frac{1}{2}$	0	E.	23			51	0	
27	S.S.O, Oueſt.	Nord.	2	0	O.	34 $\frac{1}{2}$			50	55	
28	N.N.O. N.E. O.	N.$\frac{1}{4}$.N.E.	2	0	E.	20 $\frac{1}{4}$			51	17	
29	O.N.O. N.O. Pluie.	N.$\frac{1}{4}$.N.E.	3	0	E.	29 $\frac{1}{2}$			51	48	
30	N.O.$\frac{1}{4}$N. N.E.$\frac{1}{4}$.N. Idem.	N.E.				8	45	48	52	13	
31	N.O. N.O$\frac{1}{4}$.N. Grains.	N.E.				16			53	3	

Jours du Mois.	Vents.	Routes.	Chemin	Latit. obſerv.	Longitude	Variations.
Fev.		D. M.	Lieues.	D. M.	D. M.	
1	N.O.$\frac{1}{4}$.O. O. Pluvieux.	N.E.$\frac{1}{4}$.E. 2 $\frac{1}{2}$ 0 Eſt.	12		53 47	
2	O.O.N.O.N.$\frac{1}{4}$.N.E Vent fort, pluie.	N.E.$\frac{1}{4}$.N.	21 $\frac{1}{2}$		5 37	
3	Nord. O.N.O. Pluvieux.	E.$\frac{1}{4}$ N.E. 1 0 N.	13 $\frac{2}{3}$		55 32	
4	O.N.O. Oueſt.	N.$\frac{1}{4}$.N.E. 3 0 E.	25 $\frac{1}{2}$	42 27	55 58	
5	Oueſt. O.N.O.	Nord. 3 0 E.	20 $\frac{2}{3}$	41 25	56 3	*Ortive.* 23 d. 14 m.

Le 5 Février à une heure après-midi les deux Frégates ſe ſéparerent : Mr. DESLOZIERS BOUVET, Commandant, s'embarqua ſur *la Marie* pour retourner en France, & Mr. HAYS prit le commandement de *l'Aigle* pour aller aux Iſles de France & de Bourbon.

NOTA. *La longitude eſtimée de ces deux Frégates différoit d'un dégré deux minutes depuis le Cap de la Circonciſion.*

Suite de la traverſée de la Frégate *la Marie* juſqu'au Cap de Bonne Eſpérance.

Jours du Mois.	Vents.	Routes.	Chemin	Latit. obſerv.	Longitude	Variations.
Fev.		D. M.	Lieues.	D. M.	D. M.	
6	O.N.O. N.$\frac{1}{4}$.N.E. couvert, brouillards.	Oueſt. 5 20 N.	12 $\frac{1}{3}$		55 14	
7	Nord. Oueſt. bon frais.	Nord. 5 0	10 $\frac{1}{4}$		55 10	*Occaſe.*
8	O.$\frac{1}{4}$.N.O. O.$\frac{1}{4}$.S.O.	N.N.O. 2 45 N.	32	38 57	54 25	22 d. 32 m.
9	O.$\frac{1}{4}$.S.O. S. N.N.E	N.O. 5 0 N.	21 $\frac{1}{3}$	38 7	53 31	
10	N.N.E. N.O. O.	O.N.O. 2 $\frac{1}{2}$. 0 O.	26 $\frac{1}{2}$	37 40	51 56	
11	S.O. N.O.	N.O. 2 $\frac{1}{2}$. 0 O.	35 $\frac{1}{3}$	36 28	50 18	
12	S.O.$\frac{1}{4}$.S, S.E, N.E.$\frac{1}{4}$.N.	O.$\frac{1}{4}$.N.O. 3 $\frac{1}{2}$. 0 O.	23	36 10	48 55	*Occaſe.* 21 d.
13	N.N.E N.E.$\frac{1}{4}$.E. bon frais.	O.$\frac{1}{4}$.N.O. 5 15 O.	41	35 57	46 24	

Jours du Mois.	Vents.	Routes.			Chemin		Latit. observ.		Longitude		Variations.
		D.	M.		Lieues.		D.	M.	D.	M.	
14	N.E.¼.N. Oueſt.	Oueſt.	4½	o N.	9	⅔	35	55	45	48	21 d. 15 m. Ortive.
15	N.¼.N.O. O.S.¼.S.O.	O.¼.S.O.	o	15 S.	14	⅓	36	4	44	56	Ortive. 21 9
16	S.O. Nord.	O.N.O.	4	o O.	14	½	35	50	44	6	Occaſe. 21 30.
17	N.N.O. N.E.¼.N.	O.¼.N.O.	4½	o O.	34		35	40	42	2	
18	N.E.¼.E. E.S.E.	O.¼.N.O.	2	o O.	16		35	32	41	4	Ort. & Occ. 20
19	N.E. N.O. O.S.O.	N.O.¼.O.	1	15 N.	15		35	6	40	18	
20	O.S.O. N.E. E.¼.N.E.	Oueſt.	2½.	o N.	13		35	4	39	32	Ortive. 19
21	E.N.E, N.E, O.S.O	O.¼.S.O.	5	o O.	21		35	12	38	15	
22	O.¼.N.O. O.S.O.	S.S.O.	1½	o O.	8	⅔	35	33	38	2	Ortive. 18½
23	Eſt. E.S.E.	O.¼.N.O.	5	o O.	32		35	24	36	5	Occaſe. 17 36.
24	S.E. E.¼.S.E	N.O.¼.O.	4	o O.	24		34	48	34	49	

Le 24 à onze heures du matin on eut connoiſſance du Cap des Hottentots, & à midi il reſtoit au N.O.¼.N. du compas, c'eſt-à-dire, au N.O. 6 d 20 ′ Oueſt du monde dans l'éloignement d'environ 8 lieues ; de ſorte que ce Vaiſſeau étant alors ſous un méridien de 1 d 16 ′ à l'Eſt du Cap de Bonne Eſpérance, ſa longitude étoit, ſuivant la détermination actuelle dudit Cap par Mr. l'Abbé DE LA CAILLE, par 17 d 20 ′ de longitude orientale méridien de l'Obſervatoire Royal de Paris, & comme il avoit eſtimé avoir fait à l'Eſt depuis le Cap de la Circonciſion des terres auſtrales 8 d 29 ′ en longitude, il réſulte de la navigation de ce Vaiſſeau que le Cap de la Circonciſion ſeroit par 8 d 51 ′ de longitude orientale, méridien de Paris.

FIN.

EXTRAIT d'un Journal de Navigation pour un Voyage de la Mer du Sud, fait par le S. Ducloz Guyot de St Malo, dans le vaiſſeau Eſpagnol le Lyon, en 1753.

LE 14 Decembre. Nous appareillâmes de Cadix; et le 21 nous relachâmes à l'iſle de St Croix, une des Canaries, pour y mettre 60 perſonnes, qui s'étoient embarquées furtivement; et le 24 nous partîmes pour Lima.

Le 2 Fevrier 1754. Nous eumes connoiſſance du Cap Frio, à la côte du Breſil, ſous le tropique du Capricorne. Faiſant route le long de la côte, nous reconnûmes, le 28, le Cap Blanc, par les 47° ſud, ſur la côte appellée des Patagons. Cotoyant de 2 à 6 lieues de terre, juſqu' au 4 Mars, le temps très beau, le vent au S. O. petit frais, étant à 6 ou 7 lieues de Springbay, à 10 heures du ſoir, nous eumes connoiſſance d'un globe de feu, d'environ 2 pieds et demie de diametre, s'élévant ſur l'horizon en ligne oblique, juſqu' à environ 35°, et fit l'effet de la jerbe des feux d'artifice, ſans bruit; et dans l'inſtant le vent toujours au S. O. força avec violence, juſqu' à 9 heures du matin qu'il ceſſa entierement.

Le 20 Mars. On reconnut pendant la nuit un volcan de la Terre de Feu; et le 21 on approcha de la terre, à une portée de canon, pour reconnoitre la cauſe d'une grande fumée, que l'on voyoit ſur le rivage; on y remarqua des hommes de la taille ordinaire, couverts des peaux d'animaux.

Le 22. Nous tentâmes le paſſage du détroit de le Maire. Le vent en ayant refuſé l'entrée à chaque fois que l'on ſe préſenta pendant deux jours, on fit route pour paſſer en dehors de l'iſle des Etats : le courant dans cette partie portant avec violence dans le S. E. faiſant route au S. O. juſques par les 60°, que nous rencontrames un morçeau de glace, d'environ 30 pieds de longueur, à fleur d'eau, le vent pour lors du S. O.; et nous trouvant aſſez élévés pour doubler le Cap Horne, nous fimes route au N. O. Le vent du S. O. ayant regné pendant pluſieurs jours avec violence, et mauvais temps, paſſa au ſud; nous en profitames, pour nous rendre à Valparaiſo, à la côte du Chily, ou nous debarquames une partie du chargement du vaiſſeau. Quoique cette partie du nouveau monde ſoit forte connue, on ne peut s'empêcher de faire remarquer, qu'il y a peu de pays auſſi beaux et auſſi bons; toutes les productions de la terre y ſont en abondance, les habitans Eſpagnols fort affables, mais les tremblements de terre frequents.

La baye de Valparaiſo eſt fort bonne; elle n'eſt expoſée qu'aux vents du oueſt et du nord, qui y ſont très rares.

Le 18 Septembre. Nous partimes de cette baye pour Lima, faiſant route au nord, à 19 ou 20 lieues diſtance de la côte; et nous mouillames au port de Callao le 3 Octobre ſuivant. Il eſt à une lieue de l'embouchure de la riviere de Lima, et eſt tout ouvert du oueſt au nord, ſans aucuns riſques. Les vents de ces parties n'y regnent jamais que foiblement, et les vaiſſeaux n'y fatiguent point. On ne doit regarder cet endroit que comme une rade, que les Eſpagnols appellent, improprement, port. Nous reſtâmes en cet endroit, (tant pour les ventes des marchandiſes, que pour en prendre pour notre retour en Eſpagne), depuis le 3 Octobre de cette année juſqu' au 8 Fevrier 1756.

Depart

Depart de Lima, capital du Perou, pour Cadix.

Le 8 Fevrier 1756. A 6 heures du ſoir, par le vent de l'E. S. E. beau temps, nous appareillâmes du Callao. Faiſant route à l'oueſt, nous paſſames à une demie lieue au nord de l'iſle St Laurent, qui en eſt à 2 lieues, et qui couvre cette rade de la partie du ſud au O. S. O.: et auſſitot après l'avoir doublée, on mit le cap au ſud, juſqu' au lendemain midy, que nous trouvant par les 12° 26′ de lat. et par 80° 56′ de longitude à l'oueſt du meridien de Paris, nous avons dirigé notre route du ſud au oueſt, les vents du S. E. au Sud juſqu' au 25 qu'ils ont varié du O. N. O. au S. O. gouvernant au S. E. $\frac{1}{4}$ S. pour prendre connoiſſance des iſles de Juan Fernandes, que nous reconnûmes le 4 Mars; et de la nous nous rendîmes à Valparaiſo pour y completer notre chargement; nous y arrivames le 11.

Etat du chargement du vaiſſeau à ſon depart de Valparaiſo.

3,260,560 piaſtres éffectives, tant en or qu'en argent,
40,000 lb. peſant de cacao,
342 quintaux de cuivre,
400 dito d'étain en barre,
440 dito de laine de Vigogne,
225 de bezoar,
200 dito de beaume,
150 milliers peſant de quinquina, tant pour medicine que pour teinture; le tout eſtimé a 22,000,000 de notre monnoye.

Nous

Nous avions ſur ce vaiſſeau 50 paſſagers, entr' autres le Preſident du Chily, avec ſa famille; c' eſt ordinairement le chef de cette province.

Le 30 Avril. Nous mimes à la voile de Valparaiſo ſur les 8 heures du matin, partant de 33° de lat. et de 45° de long. gouvernant à diverſes routes, ſuivant les changemens des vents, juſqu' au 7 Juin, étant pour lors par 59° de lat. et par 77° de long. et environ 120 lieues S. O. $\frac{1}{4}$ O. du Cap Horne, les vents forcés. Ayant paſsé à l' oueſt, nous eſſuyames une tempête de 24 heures, qui ne ceſſa qu' au changement du vent de la partie du N. O. variant au nord, qui nous procurerent, pendant 2 jours, la tranquilité du beau temps; et paſſerent à l' eſt, variant au nord, juſqu' au 13, que l' augmentation et la contrarieté de ces mêmes vents pour paſſer le Cap Horne, en quittant la Mer du Sud, regnent d'ordinaire dans cette ſaiſon fort longtemps; cette expérience nous engagea d' implorer l' aſſiſtance divine, par un vœu pour les faire changer. Cette obſervation de la contrarieté de ces vents pour paſſer le Cap Horne en hiver, revenant de la Mer du Sud à l' ocean, a été faite de la plus grande partie des navigateurs qui ont tenté ce paſſage en hiver; comme ils ont lieu auſſi d' obſerver la même contrarieté pour paſſer ce cap, ſortant de l' ocean, pour aller à la Mer du Sud en été: ce qui ne laiſſe aucun doute ſur la neceſſité de faire ce paſſage en hiver, allant d' Europe au Perou: comme pour en revenir, on doit le faire au cœur de l' été de ce climats, à moins que de s' expoſer à des longueurs des voyages, qui ſont toujours prejudiciables: quoiqu'il ſoit connu qu'on peut faire ce paſſage en tout temps, ſans courir riſque de manquer ſon voyage, il eſt de la prudence de ſaiſir les moments de facilité que l' experience nous à demontré.

Le 19 Juin. Les vents favorables du S. S. O. beau temps; continuerent juſqu' au 21 qu'ils revinrent contraires du nord, variant

à

à l'Oueſt; et étant à midy de ce dernier jour par la lat. obſervée de 57° 19′, et de 57° 30′ de long. nous eumes connoiſſance, à une lieue dans l'Eſt de nous, d'une glace d'environ 100 pieds de longueur, ſur 6 ou 7 d'élévation ſur l'eau. Le 22, par 56° 45′ de lat. et de 55° 50′ de long. d'un beau temps, grand calme, nous reconnûmes qu'il y avoit beaucoup de courant; et nous vîmes une grande quantité d'oiſeaux de differentes eſpéces, que l'on appelle vulgairement des pingoins, damiers, et petites godes. Nous ne fûmes pas peu ſurpris de les voir, nous eſtimant pour lors à 125 lieues de la pointe la plus Eſt des Iſles Malouines; et que d'ordinaire ils ne s'éloignent pas à une ſi grande diſtance de terre.

Le 23. Le vent variant du N. N. O. au N. N. E. petit frais, beau temps, nous fîmes les mêmes remarques que hier.

Le 26. Continuation de la variété des vents, du N. N. E. au N. O. la niege abondante, gélant ſur nos cordages auſſitot : ſa chute nous obligea de jetter de l'eau chaude deſſus, pour pouvoir manœuvrer; et nous vimes, comme ces jours derniers, beaucoup d'oiſeaux, et de plus de loups marins. A midy nous étions par 56° 20′ de lat. eſtimée, et par 54° 20′ de long.

Le 28. Vents forcés du N. O. au Nord. Au coucher du ſoleil, nous obſervames 13° 30′ de variation N. E. La grande difference que nous trouvons de cette obſervation à la variation que donne M. Freſier par cette lat. et long. nous faite croire, avec aſſez de vrayſemblance, que nous ſommes beaucoup plus à l'Eſt que nous nous y eſtimons, nous en rapportant intérieurement plutôt à la variation qu'à la long. qui nous jette journellement en erreur. Les oiſeaux ont toujours paru, et en plus grande quantité.

Sur les 9 heures du matin nous crumes voir la terre devant nous, quoique fort éloignée, paroiſſant comme des nuages, et d'une hauteur extraordinaire. Nous faiſions route pour lors au N. N. E.; le temps couvert ne nous permit pas de nous en convaincre, n'en ſoupçonnant pas d'ailleurs de plus proche que les Iſles Malouines,

qui nous devoient reſter dans le moment, ſuivant notre eſtime, à 135 lieues dans l'O. N. O. Nous trouvant à midy par les 55° 10′ de lat. obſervée 52° 10′ de long. nous continuâmes notre route ſans égard à la terre.

Le 29. Les vent ont regné depuis hier midy, juſqu' à 7 heures du ſoir, grand frais, tombant beaucoup de niege, du Nord au N. N. O. Nous avons gouverné juſqu' à la même heure, du N. E. à l'E. N. E. que le vent a ſauté au O. S. O. beau temps, juſqu' à 7 heures et demie du matin, qu' ayant eu connoiſſance d'une petite iſle à une lieue devant nous, nous avons viré de bord pour nous en écarter, attendant le grand jour pour en prendre une parfaite connoiſſance. Nous ſondâmes dans l'inſtant, ſans trouver fonds à 300 braſſes.

Sur les 9 heures du matin nous reconnumes un continent d'environ 25 lieues de long. du N. E. au S. O. rempli de montagnes eſcarpées, d'un aſpect éffroyable, et d'une hauteur ſi extraordinaire, qu' à peine en pouvions nous voir les ſommets, quoiqu' à plus de 6 lieues de diſtance. La quantité de niege qu'il y avoit deſſus, nous ont empeché d'obſerver ſi elles étoient boiſſées. Les obſervations ſur leſquelles nous pouvons mieux compter, et que nous ayons peu faire, étant pour lors à 3 lieues de la petite iſle, qui ſe trouvoit dans le moment à égale diſtance de la grande terre, eſt une ance très enfoncée dans ce continent, à environ 8 lieues Eſt et Oueſt de la dite iſle; c'eſt le ſeul endroit qui nous à paru propre à être habité; nous pouvions en être à 10 ou 11 lieues; elle nous paroiſſoit d'une grande étendue, tant en longueur qu'en largeur.

Il y a à baſbord de ſon entrée, dans l'O. N. O. de nous, une pointe baſe, qui eſt la ſeule que nous ayons pu remarquer. A ſon embouchure, elle nous paroiſſoit détachée de la grande terre; nous penſons même que c'eſt une iſle, ou que ſi elle y eſt jointe, ce doit être par un iſtme.

Stier

Hier Don Domingue Dortiz, Lieutenant-Général des armées de ſa Majeſté Catholique, Comte des Peuplades, et Preſident du Chily, mourut à 4 heures après midy, agé de 80 ans; et à 10 heures ce matin, il a été jetté à la mer, après les ceremonies accoutumées. Les Eſpagnols l'on ſalué de ſept Vive le Roy, et lui ont ſouhaité très reſpectueuſement un bon voyage; lat. eſtimée 54° 48′, long. 51° 30′.

Le 30. Depuis hier midy, juſqu' à 4 heures du ſoir, le vent a regné du N. O. petit frais, beau temps, au S. $\frac{1}{4}$ S. O. juſqu' à la même heure que le calme eſt ſurvenu; et nous reſtâmes dans cette ſituation toute la nuit. Au point du jour, étant dans la plus grande tranquilité, nous avons ſondé; nous pouvions être pour lors à 10 lieues de cette nouvelle terre; nous n' avons point trouvé de fonds, ni réconnu aucun courant; mais nous avons toujours veu beaucoup d'oiſeaux, et de loups marins. A midy la terre preſentoit le même aſpect, excepté les ſommets de montagnes, qui étoient couvertes de nuages. Le calme et le temps des plus favorables nous ont procuré une hauteur certaine; et à midy nous avons obſervé 54° 50′ de lat. long. 51° 32′.

Le Jeudy 1 Juillet. Le vent du O. N. O. petit frais, gouvernant au S. $\frac{1}{4}$ S. O. pour nous écarter de terre juſqu' au couché du ſoleil, le vent ayant augmenté, nous avons fait route pendant la nuit du S. $\frac{1}{4}$ S. E. au S. E. Au point du jour le vent ayant paſſé au N. N. O. tombant beaucoup de niege, nous eſtimans aſſez éloignés de terre, nous avons gouverné à l' Eſt, pour obſerver ſi la dite terre ſe prolongoit d' avantage dans cette partie. Sur les 8 heures du matin, nous avons vu ſa pointe la plus Eſt au relevement du compas au Nord 5°, et environ 12 lieues. A midy, continuant la même route, nous étions par 55° 23′ de lat. eſtimée, et de long. 51°.

Le 2. Les vents du O. S. O. au O. N. O. petit frais, temps obſcur, abondance de niege, continuant notre route à l' E. N. E. cherchant à découvrir la longueur de la terre de ce côte, au point du jour le calme profond s'étant formé, nous nous ſommes trouvés

environnés

environnés de glaces de differentes figures, dont pluſieures ayant au moins 35 braſſes d'élévation ſur l'eau, et plus d'une demi lieue de longueur; nous avons remarqué auſſi, qu'il y avoit beaucoup de courant, et beaucoup plus d'oiſeaux qu'à l'ordinaire; mais particulierement, un quantité de pigeons tous blancs, comme ceux de la côte des Patagons; et nous avons vu auſſi beaucoup de baleines: à toutes ces remarques nous avons penſé, que nous pouvions être ſur un banc; en conſequence nous avons ſondé, ſans trouver de fond; nous étions pour lors hors de veue de la terre, lat. eſtimée 55° 28′, long. 49° 40′.

Le 3. Les vents et le temps ont été variables, par calme, bouraſque, et de la pluie; ce qui nous a tenus toujours en mouvement pour éviter les glaces, qui paroiſſoient ſe multiplier, au lieu de diminuer; nous avons vu, comme hier, quantité d'oiſeaux et de baleines.

J'ai oublié, qu'à la journée du 29 Juin nous vîmes des oiſeaux que l'on appelle beſthy; ils déſignent ordinairement les approches de la terre, ne s'en éloignent communement que de 10 à 12 lieues.

Le 4. Faiſant route au Nord, vents du Sud au S.S.O. beau temps, clair de lune, nous en avons profité pour ſortir des glaces, dont pluſieurs nous paroiſſoient d'une grandeur étonnante. Au lever du ſoleil, par un calme profond et un temps ſerein, nous avons obſervé 13° de variation N. E. ce qui nous confirme que nous ſommes beaucoup plus Eſt que nous nous en eſtimons en comptant ſur 19° de variation eſtimée, comme c'eſt l'ordinaire par cette long. ce qui nous rapprocheroit beaucoup plus de l'iſle Des Etats, que l'obſervation que nous venons de faire, dont tout nous prouve qu'elle eſt juſte, ayant égard auſſi à celle que nous avons fait le 28 du paſſé, et nous moraliſant ſur les anciennes, nous devons nous attendre à une très grande difference Eſt, et nous ne pouvons l'attribuer qu'au tranſport des courants.

A midy nous avons obſervé 54° 10′ de lat. long. 48° 40′; nous avons vu dans le moment au O. S. O. deux élévations, en forme de mondrins, mais leur eloignement ne nous a pas permis de découvrir ſi étoit la terre, ou des glaces; les oiſeaux nommés pingoins ont paru en plus grande quantité, et ont ſuivi le vaiſſeau le reſte de la journée.

Le 5. Nous avons paſſé toute la nuit dans les glaces, par un temps aſſez tranquille; et au matin nous avons vû de parties de gounons fort près; c'eſt une herbe que l'on trouve communement aux approches de terre; lat. eſtimée 54° 7′, long. 47° 22′.

Le 6. Les vents du Nord au O. N. O. grand frais, et calme par intervalle, la mer fort dure, nous avons été la plus grande partie des 24 heures dans l'embarras des glaces, dont pluſieurs d'une grandeur et groſſeur ſurprénante; et toute la nuit il a cruellement neigé. Les changemens de route, pour eviter les glaces, nous ont fait perdre beaucoup de chemin, ce qui fait que nous ſommes, à quelques choſes près, par la même lat. et long. que hier.

Le 7. D'hier midy à ce matin, les vents par tempeſte ont regné du N. N. O. la mer des plus fortes; et la nuit a été cruelle, et plus particulierement par la rencontre des glaces énormes, et ſur leſquelles nous aurions peri ſans les mouvemens forcés que nous nous ſommes donnés pour les eviter, tombant beaucoup de neige, et faiſant un froid exceſſif. Au point du jour le vent ayant paſſé au Oueſt s'appaiſa, et le beau temps nous fit obſerver 53° 49′ de lat. long. 47° 11′. Toute la matinée nous avons été environnés d'une quantité prodigieuſe d'oiſeaux et de goünons.

Le 8. La mer étant toujours fort agitée, quoique le vent du O. S. O. de midy juſqu' au ſoir aye regné d'un petit frais, beau temps, l'apparence d'une mauvaiſe nuit nous a fait travailler à reparer les diſordres que le temps cruel de la précédente nous avoit occaſionné. Nous l'avons paſſé aſſez tranquille, une partie par le clair de lune, et l'autre quoique par un temps couvert. Le vent

n'ayant

n'ayant ni changé ni augmenté, nous ne nous ſommes trouvés qu'au matin dans l'embarras des glaces, et très ſouvent dans les riſques de perir deſſus; nos peines et ſoins nous ont fait éviter tous ces dangers, ſans égard à la perte du chemin que nous faiſions.

A midy nous nous eſtimons par 52° 53′ de lat. et par 45° 50′ de long.

Le 9. Hier à minuit le vent paſſa du Nord au Oueſt, grand frais, temps impetueux, et ſi violent que nous fumes obliges de mettre à la cape ſous l'artimont; et toute la nuit nous fumes dans l'embarras des glaces. Ce matin le vent s'étant un peu appaiſé nous avons mis de la voile dehors, pour eviter de tomber ſur des glaces, que nous avons rangé à portée de fuſil. Etant ſous le vent de pluſieurs, nous avons vû beaucoup d'oiſeaux, de goimont, et une grande quantité de poiſſons, de la longueur de 6 pouces, de la forme de celui que l'on appelle mulet; lat. eſtimée 52° 40′, long. 44° 54′.

Le 10. Voicy les 24 heures depuis que nous ſommes partis de Valparaiſo, en comptant de hier midy à aujourd'huy même heure, que nous avons couru tant de riſques, et eſſuyé tant de peines et de travaux, pour nous preſerver des dangers apparens où nous nous ſommes trouvés à tout inſtant, ſoit d'être engloutis par la fureur de la mer, ou de perir par les écueils des glaces qui nous environnoient de toutes parts, ou par la violence des vents du Oueſt au S. O.

Notre équipage, fatigué des travaux précédens, s'abandonnoit aux triſtes reflections d'une perte certaine, et ne paroiſſoit plus que comme des corps ſans mouvement. L'aſpect effroyable que nous preſentoit cette tempeſte, nous auroit ôté toute idée de reſſource, ſans la bonté de notre vaiſſeau, que nous fûmes aſſez heureux de fairer virer de bord, au haſard de perdre voile et manœuvre. Nous y fûmes forcés, pour fuir les dangers évidens qui ſe préſentoient devant nous, eſperant d'ailleurs nous mettre par la, plus à même de recevoir une ſaute de vent, ſi elle arrivoit, et d'éviter plus facilement

cilement la rencontre des glaces; tout ce que nous pûmes faire, après ce coup heureux d'avoir viré de bord, fut de mettre à la cape ſous la voile d'été d'artimont, et de ſupporter tous les évenemens facheux de cette tempeſte, juſqu'à 5 heures du matin, que le vent et la mer ſe ſont un peu appaiſés, faiſant très froid, et beaucoup de neige.

Le 10. Hier à 4 heurs du ſoir, dans le plus fort du mauvais temps, on fit un vœu à notre Dame des douleurs, pour lui demander ſon aſſiſtance; et on promit de lui faire hommage de la grande voile du vaiſſeau. Aujourd'huy à midy, la route Eſt m'a vallu l'E. $\frac{1}{4}$ N. E. chemin 13 lieues; lat. eſtimée 52° 34′, long. 43° 56′.

Le 11. D'hier midy à minuit le vent a regné grand frais du O. S. O. n'ayant que très peu de voile dehors, la mer fort rude, nous avons gouverné au N. $\frac{1}{4}$ N. E. le vent augmentant à chaque inſtant; et ayant paſſé, peu à peu, juſqu'au N. N. E. la vue des glaces, et l'apparence de la continuation du temps comme hier, nous a fait mettre à la cape ſous la grande voile, le ris dedans, préſentant le cap à l'Eſt, faiſant un froid exceſſif, et tombant un abondance de neige étonnante; lat. 51° 45′, long. 43° 38′.

Le 12. Nous croyons il y a deux jours que l'on ne pouvoit recevoir un plus mauvais temps; mais le 24 heures que nous venons de paſſer, nous ont bien fait voir le contraire, et que l'on ne pouvoit rien décider ſur la force des tempeſtes que l'on recoit en mer.

Le vent du N. N. E. a regné avec la plus grande impetuoſité juſqu'à 4 heures du ſoir, qu'il ſauta au S. O. avec plus de violence que nous ne l'avions vu. Le temps couvert, et obſcurci encore par la grande quantité de neige qui tomboit, jointe à l'agitation furieuſe de la mer, nous mettoit dans une ſituation cruelle. On voulut ſe ſoutenir à la cape ſous la grande voile le ris dedans; mais la violence du vent l'ayant dechiré par le haut, en emporta une partie de ſon milieu, nous nous trouvâmes forcés d'arriver, et de fuir au gré

du

du vent. La déſolation qui s'empara de notre equipage, accablé depuis longtemps, le mit entierement hors d'état d'agir pour ſe tirer des riſques que nous courions. Tous nos efforts pour les engager a ſauver les reſtes qui flottoient de la grande voile, et qui nous faiſoient craindre quelques accidens plus conſidérables, ne pûrent rien obtenir ſur la reſolution qu'ils avoient priſes de ſe laiſſer perir. Leur courage étant d'ailleurs énervé par la longueur des tourmens, et l'affreux ſpectacle d'un matelot qui fut enlevé par un coup de mer ſur le 11 heures du ſoir, et qui penſa nous engloutir, les affermit dans leur reſolution. Les nuages coupés nous laiſſoient voir par intervalle le clair de lune, qui ne ſervoit qu'à nous faire voir le peril de plus près, tant par l'élévation de la mer ſur nous, que par les approches des glaces; la lumiere de cette aſtre nous fit voir auſſi quantité de goimons, et un arbre d'environ 20 pieds de long, ſur une groſſeur ordinaire. A 2 heures après minuit perdant toute eſperance d'echaper au peril, on ſe voüa à notre Dame de l'aſſomption, et on lui promit pour hommage la voile d'artimont. Sur les 8 heures du matin le vent s'eſt un peu appaiſé; mais la mer a paru plus mauvaiſe, et nous avons été obligé de continuer a fuir au gré du vent. A 10 heures du ſoir le vent du S. S. O. regnant avec bien moins de force, l'equipage revenu un peu de ſa frayeur, après lui avoir repreſenté la neceſſité de debarraſſer les reſtes de la grande voile, s'eſt mit à travailler; par ce moyen nous avons trouvé celui de faire ſervir la miſaine, après un travail infini. Le grand froid ayant gélé toutes nos manœuvres, nous avons été obligés de rompre la glace à coup de bâton, et de jetter de l'eau chaude deſſus.

A midy la route m'a vallu le N. $\frac{1}{4}$ N. E. chemin 35 lieues, lat. eſtimée 50°, long. 43°.

Le 20. Le vent du S. S. O. et la mer ayant tombé peu à peu, l'apparence de beau temps nous encouragea à travailler à reparer les deſordres que la tempeſte avoit occaſionné. Une grande

partie

partie des voiles et manœuvres étant hors d'état de ſervir, nous n'avons pû faire route; et dans l'inſtant que nous comptions être échapés du naufrage, nous avons cru nous voir replongés dans un autre. La quantité de coups de mer que nous avions reçu avoit fait entrer 5 pieds d'eau dans la calle; on ne s'en apperçut qu'au moment de pomper. Comme il eſt d'uſage dans pareilles circonſtances, nos matelots n'en n'ayant ni la force ni la volonté pendant la tempeſte, la crainte d'une voye d'eau, occaſionnée par les efforts extraordinaires que la vaiſſeau avoit fait, fut la premiere idée; et s'y laiſſant aller avant que de s'en convaincre, elle alloit retroubler les eſprits, ſans la promptitude que nous apportames à faire les recherches neceſſaires, ſans rien trouver qui peut donner lieu d'aucune crainte à cet égard. On fit jouer deux pompes juſqu'au minuit; et ayant pour lors affranchi, on vit auſſitot renâitre le courage, et la tranquilité. Le vent du Nord ayant ſouflé dans le moment, et augmentant peu à peu juſqu'à 5 heures du matin, nous avons fait route ſous la grande voile, et la miſaine le ris dedans, la neige tombant avec beaucoup de force. A 9 heures du matin le vent ayant paſſé au Oueſt, nous avons continué notre route ſous cette voilure. Celle de 24 heures, m'a vallu le N. E. $\frac{1}{4}$ N. chemin 14 lieues, lat. eſtimée 49° 29′, long. 41° 20′.

Le 14. Le vent du Oueſt, grand frais, beau temps, gouvernant au N. N. O. à midy j'ay obſervé 48° 43′, long. 41° 14′.

Le 15 Juillet. Cette journée n'eſt pas moins remarquable que quelques unes des precedentes. D'hier à midy le vent regna juſqu'à 4 heures du ſoir au N. O. grand frais, la mer fort groſſe, gouvernant au N. N. E. ſous les baſſes voiles. Dans le même inſtant le vent ſauta au S. O. avec tant d'impetuoſité et de fureur, que malgré le gouvernail, et notre vigilance à larguer les écoutes pour ſoulager le vaiſſeau, il vint au vent; et donna une bande ſi conſidérable, que dans le moment il prit eau par deſſus ſon plabor, et nous mit dans le cas de perir: le petit foc fut emporté, et nous

eumes bien de la piene à ſauver les autres voiles. A force de movement et de travaux, nous parvimes à faire arriver le vaiſſeau, et nous fîmes route ſous la miſaine. Au point du jour, le beau temps s'étant retabli, nous en avons profité pour en verguer des voiles neuves, et changer une partie de nos manœuvres. A midy nous avons obſervé 47° 16′ de lat. long. 40° 12′.

Le 16. D'hier midy au coucher du ſoleil, nous avons continué à reparer les dommages occaſionnées par le mauvais temps, le vent du S. O. grand frais par grains, la mer groſſe, gouvernant au N. N. O. la nuit très belle. Ce matin le calme eſt ſurvenu ; lat. eſtimée 45° 42′. long. 40° 37′.

Le 17. Vents variables du Nord au N. O. petit frais, beau temps, la mer belle, gouvernée en partie au N. N. E. ; lat. eſtimée 44° 47′, long. 39° 51′.

Depuis pluſieurs jours ayant perdu de veue les glaces, et les remarques les plus interreſſantes, perſuadés par quantité que nous avons faites, que les courans nous ont tranſportés beaucoup plus à l'Eſt que nous ne nous en eſtimons par notre point, nous avons dirigé notre route ſur les iſles du Cap Verd.

Le 25 Aouſt 1756. Nous avions lieu, après avoir paſſé le Cap Horne, ſuivant notre eſtime, de croire que les courans nous avoient tranſporté dans l'Eſt. La premiere obſervation ſur la variation nous donnoit lieu de le penſer, la reconnoiſſance des nouvelles terres nous le prouvoit, et la ſeconde obſervation de variation n'en laiſſoit aucun doute, que falloit-il de plus pour établir une aſſurance à cet egard, qu'une long. determinée, et un point fixé de reconnoiſſance. L'impoſſibilité d'en avoir dans le moment nous força à la continuation de nos calculs, et nous remimes à en faire la verification, à la veue des iſles du Cap Verd ; et ce même jour 25 Aouſt nous fumes à même d'en réaliſer les preuves, par la connoiſſance que nous eumes de St Jago, une des iſles de ce Cap. On avoit pris pendant la nuit toutes les précautions neceſſaires pour ne la

point

point manquer, et nous l'aperçumes au point du jour. A midy je l'ay relevée au N. N. E. du compas, distance de 10 à 12 lieues; elle est par 15° 20′ de lat. Nord, et par 25° 15′, à l'Oueſt du meridien de Paris: et par mon point, au moment du relevement, j'étois par 36° 11′ à l'Oueſt du même meridien; ce qui me donne 10° 56′ de différence, que les courans ont transporté le vaisseau à l'Eſt de mon point; lesquels reduits, donne une difference en lieues de 210; conséquemment la situation de la terre que nous avons découverte le 29 Juin, en étant à 10 lieues au Sud, lorsque nous en fimes les remarques les plus certaines j'étois par 54° 50′ de lat. obſervée, et par 51° 32′ de long. par mon point diminuant, cette différence de 10° 56′ de cette long. quoiqu'on puisse penser, que les courans depuis ce jour nous ayent encore transportés dans l'Eſt, on ne peut douter aussi qu'en approchant de la Ligne il ne porte dans l'Oueſt. Nos remarques à cet égard nous ont fait voir qu'il ne pouvoit y avoir qu'une très petite différence de l'une à l'autre, et que celle de 10° 56′ vient entierement du partage du Cap Horne aux Terres Auſtrales; donc que cette nouvelle terre, que nous appellons l'isle de St Pierre, se trouve en diminuant de la lat. les 10 lieues de distance que nous en étions dans le Sud au moment de l'obſervation, par sa partie la plus Sud à 54° 20′ Sud, et par sa partie la plus Eſt, que nous ayons vu, par 40° 30′. Ces sont nos remarques le plus averrées; et nous ne doutons point, quoique nous ne puissions l'assurer positivement, qu'il n'y ait d'autre terres à l'Eſt de celles que nous avons vu; tout nous l'a demontré, goimons, glaces, poissons, arbres, et oiseaux.

Le 26 Aouſt. Les vents variables du N. au N. E. petit frais, calme toute la nuit, nous avons vu le volcan de l'isle de Feu. A midy nous avons perdu de vue ces isles.

Le 5 Octobre. Depuis le 26 Aôut que nous avons quitté les isles du Cap Verd, nous n'avons pu prendre connoissance des isles Madéra et Porto Santo que ce matin, ayant eu vent contraire, et calme.

Le

Le 6 Octobre. Nous avons resté ces 24 heures à la vue de Madéra, par le même temps, et les mêmes vents, que hier.

Le 7. Le vent étant venu favorable nous avons continué notre route, et perdu de vue Madéra.

Le 9. Toute la nuit le temps couvert, petit frais, et calme. Au point du jour nous avons eu connoissance de la côte d'Espagne proche Cadix, à 4 lieues dans le Nord, sans pouvoir distinguer quel endroit c'étoit.

Le Samedy, 10 Octobre 1756. Au couche du soleil nous avons reconnu le Cap St Marie, auprès de Cadix au N. 4° Nord, distance de 8 à 9 lieues, le vent du Ouest, grand frais; nous avons mis à la cape toute la nuit; et à 8 heures du matin nous avons jetté l'ancre dans la baye de Cadix. Et du jour de notre depart d'ici pour ce voyage, à celuy de notre arrivée, nous avons resté 2 ans 9 mois et 26 jours.

JOURNAL

OF THE

WINDS AND WEATHER,

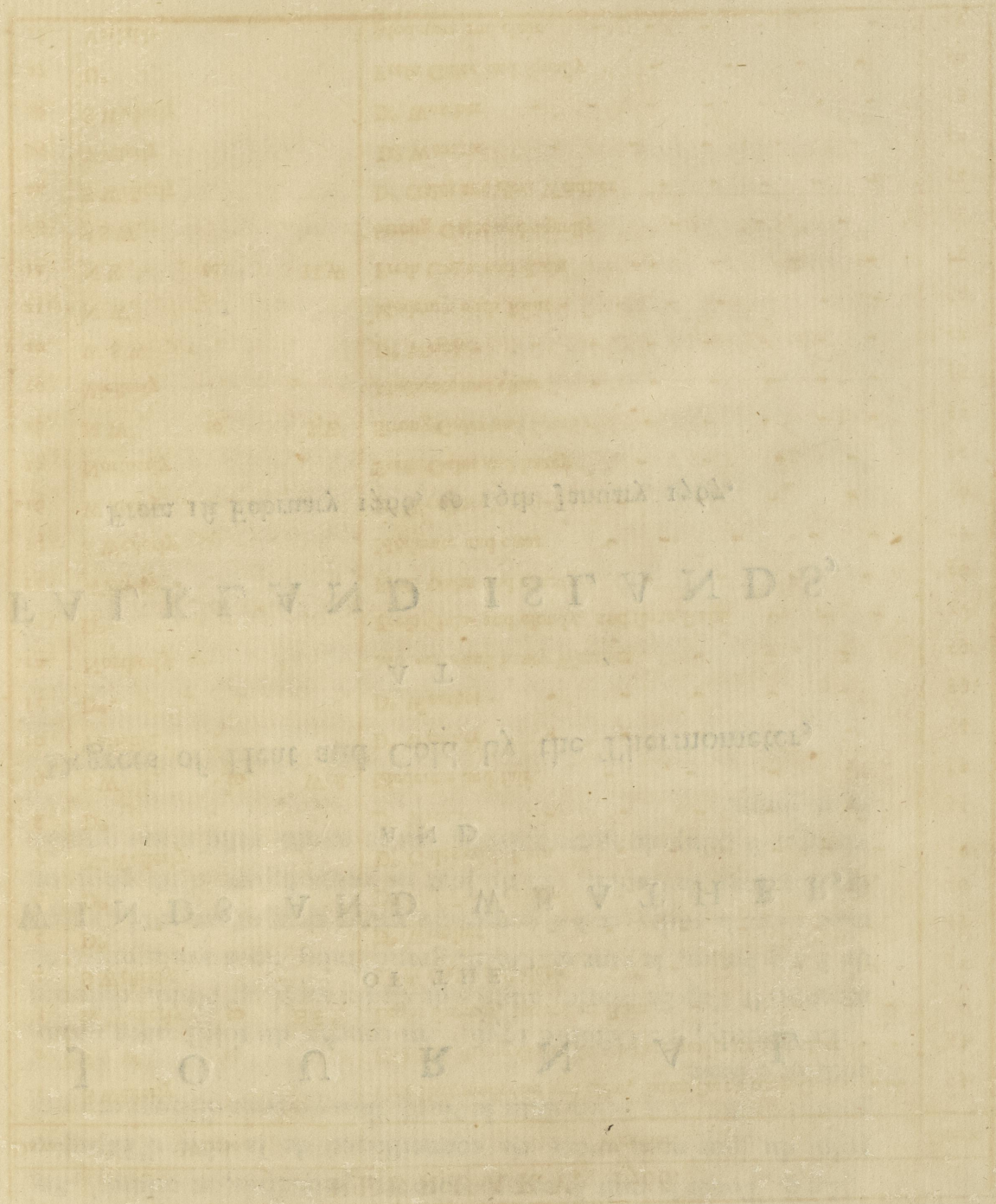
AND

Degrees of Heat and Cold by the Thermometer,

AT

FALKLAND ISLANDS,

From 1st February 1766, to 19th January 1767.



A JOURNAL of the Winds and Weather, and the Degrees of Heat and Cold by the Thermometer, at Falkland's Iſlands, from the 1ſt of February, 1766, to the 19th of January, 1767.

FEBRUARY, 1766.

Days.	Winds.			Weather.	Therm.
1	S Weſterly			Firſt Part moderate and clear, latter Part ſtrong Gales	53
2	S S W	to	Weſt	Firſt Part ſtrong Gales, latter Part moderate and clear	53
3	N Weſterly	to	S S E	Light Breezes, latter Part Rain	56
4	S Weſterly			Freſh Gales and clear	52
5	D°			D° Weather	49
6	D°			D° Gales and cloudy	49
7	N Weſterly			D° Gales with Rain	56
8	D°			D° Weather	54
9	S W	to	Weſt	Moderate and fair	53
10	Variable			D° Weather	54
11	D°			D° Weather	59
12	Northerly			Moderate and hazey Weather	59
13	D°			Freſh Gales and cloudy, and ſome Rain	58
14	Weſterly			Freſh Gales and cloudy	56
15	S Weſterly			Moderate and clear	57
16	Weſterly			D° Weather	56
17	Northerly			Freſh Gales and hazey	55
18	N W	to	S W	Strong Gales and ſqually	52
19	Weſterly			Moderate and clear	53
20	W S W			D° Weather	52
21	N W			Moderate with Rain	54
22	N E	to	N W	Freſh Gales and Rain	55
23	S S W			Strong Gales and ſqually	55
24	S Weſterly			D° Gales and clear Weather	54
25	Weſterly			D° Weather	52
26	S Weſterly			D° Weather	53
27	D°			Freſh Gales and ſqually	54
28	Variable			Moderate and clear	55

MARCH, 1766.

Days.	Winds.	Weather.	Therm.
1	W S W	Freſh Gales and clear	54
2	S Weſterly	D° Weather	53½
3	N W to Weſt	Hard Gales with rain	54
4	W S W	D° Gales and clear	55
5	W N W	D° Weather	56
6	N W	Moderate and cloudy	57
7	D°	D° Weather and hazey	56
8	Northerly	Strong Gales and ſqually	54
9	W S W	D° Weather	53
10	N to W S W	D° Gales and clear	53
11	S W	D° Weather	52
12	W S W	D°	51
13	W	D° Gales with ſome Rain	51
14	W S W	Moderate and fair Weather	50
15	S W	D° Weather	52
16	W	D° Weather	52
17	N W	Strong Gales and Rain	51
18	W	D° Weather	52
19	S W b S	D° Gales and ſqually	52
20	S W to W N W	Moderate and cloudy	51
21	S Weſterly	Freſh Gales and Squalls	50
22	W	Moderate and cloudy Weather	49
23	Weſterly, latter Part variable	D° Winds, with Rain	48½
24	W N W	Light Airs and cloudy Weather	47
25	W S W	D° Weather	50
26	N to N E	Strong Gales and Rain	55
27	S S E	D° Gales, with Snow and Sleet	46
28	S W	Moderate and fair Weather	46
29	W	D° Weather	45
30	W S W	D°	51
31	S Weſterly to N	D° and cloudy	53

APRIL, 1766.

Days.	Winds.	Weather.	Therm.
1	N E to W, and W S W	Strong Gales and ſqually	51
2	S Weſterly	Moderate and fair Weather	49
3	W	Freſh Gales and cloudy Weather	54
4	S W	D° Weather	50
5	S S W	D° Weather	49
6	S	D° Gales and ſqually	49
7	S S W	D° Weather with Hail	48
8	S W	Moderate and cloudy	49
9	W N W to S W	Freſh Gales and cloudy	50
10	S W	D° Weather	53
11	W S W	Freſh Gales and ſqually	48
12	S W to W b N	Moderate and clear	46
13	W S W to N	Light Airs and cloudy	46
14	W N W to N E	D° Weather	48
15	W S W to N N W	Freſh Gales and cloudy	54
16	N W to N E	Moderate and clear	50
17	N N W to W S W	Squally with Rain	46
18	S W to W N W	D° Weather	48
19	W S W to S	D° Weather with ſome Hail	48
20	S to S W	Freſh Breezes and cloudy	46
21	S to W	D° Weather with Snow and Hail	44
22	S S W to S	Moderate and cloudy Weather	45
23	S Weſterly	D° Weather	44
24	D°	D°	46
25	S S W to S E b S	Light Airs and froſty Weather	47
26	S S W to N W	Moderate and Cloudy	48
27	W S W to N W	D° Weather	50
28	W N W to S	Moderate with Rain	49½
29	W S W to N	Moderate and clear Weather	50
30	N N W to W S W	Freſh Breezes and cloudy	54

M A Y, 1766.

Days.	Winds.	Weather.	Therm.
1	S to S W	Little Wind and clear	49
2	S S W	Freſh Gales and ſqually	48
3	S W to N W	Freſh Breezes and clear	47
4	N N W to W N W	Freſh Gales with Rain	48
5	N b W	D° Weather	49
6	N N W to S W	Firſt Part d° Weather, latter freſh Gales and clear	49
7	S Weſterly	Moderate and clear	48
8	D° and variable	D° Weather and cloudy	50
9	E N E to E S E	Freſh Gales with Sleet	47
10	S E to S W	D° Gales and cloudy	46
11	E S E to N E	D° Gales with Sleet	46
12	N Eaſterly	Moderate with Snow and Sleet	54
13	Eaſterly	Little Wind and cloudy	46
14	E N E to E S E	Freſh Gales and cloudy	45
15	E	Strong Gales and Snow	45
16	E b S	Moderate Gales with Sleet and Snow	47
17	S E to S W	Freſh Gales with ſome Rain	48
18	S Weſterly	Squally with Rain	48
19	D° Winds	Freſh Gales and Hail	45
20	S W to W N W	More moderate with Snow	47
21	S W	Squally with Rain	43
22	S S W to S, and E S E	Squally with Sleet and Snow	43
23	S E to S b W	Freſh Gales and Snow	39
24	S W to W b N	D° Gales with Rain	45
25	W S W	D° Weather	46
26	S Weſterly	Moderate and cloudy	45
27	S S W to S E	Freſh Breezes and Snow	42
28	S b E to S W and N	Squally with Rain	46
29	N to W b N	D° Weather	48
30	S Weſterly	Freſh Breezes and clear	48
31	W S W to N b W	D° Gales and Rain	49

JUNE, 1766.

Days.	Winds.			Weather.	Therm.
1	W S W			Freſh Gales and cloudy	50
2	S Weſterly			Strong Gales with Hail	48
3	S W b W	to	E S E	Freſh Breezes and froſty Weather	48
4	E	to	N N E	D° with Sleet and Snow	47
5	N N E			D° Gales and Rain	46
6	Variable			Freſh Breezes and cloudy	45
7	N Eaſterly			Strong Gales with Sleet	53
8	W N W	to	S W	D° Weather, with heavy Squalls	47
9	S	to	S S E	Freſh Breezes and froſty	41
10	S S W			D° with Snow	47
11	Variable			Light Airs and froſty	39
12	S S W	to	S S E	D° Weather	39
13	S Eaſterly			Freſh Breezes and froſty	39
14	Variable			D° Weather	39
15	S Eaſterly			D° Weather with ſome Snow	46
16	S E	to	S W	Little Winds and hazey	46
17	S S W			D° Weather with ſome Rain	47
18	S Weſterly			Freſh Gales and cloudy Weather	47
19	D°			D° Gales and clear	46
20	D°			D° Weather	46
21	S S W			Freſh Breezes and clear	40
22	S b E	to	S S W	D° Weather	40
23	S Weſterly			Freſh Gales with Snow and Sleet	35
24	S S W			D° Weather	35
25	D°			D°	40
26	W S W	and	W	D° Gales with Rain	43
27	S W	to	S	Light Airs and clear Weather	43
28	Variable			D° Weather	43
29	S S E	to	E S E	Freſh Gales and cloudy	40
30	E b S			D° Weather	40

JULY, 1766.

Days.	Winds.			Weather.	Therm.
1	ENE	to	ESE	Freſh Gales with Sleet	40
2	NNE	to	N	Freſh Breezes and hazey Weather with Rain	39
3	Variable			Moderate and hazey with Rain	39
4	S	to	SW	D° Weather	36
5	SE	to	ESE	Freſh Breezes, freezing hard	34
6	ESE	to	ENE	D° with Snow	32
7	NE			D° Weather	39
8	NNE			Freſh Gales and Rain	37
9	NNE	to	NW	D° Weather	40
10	NNE	to	SE	Moderate and cloudy	36
11	Variable			D° Weather	39
12	E	to	ESE	Little Wind and froſty Air	33
13	NE	to	N	Freſh Breezes and Rain	36½
14	WNW	to	SW	Freſh Gales and ſqually	37
15	WSW	to	NW	D° Weather	34
16	WNW			D° Gales with Rain	40
17	N Weſterly			Strong Gales and Squalls with Rain	40
18	N	to	NE	Moderate and clear	38
19	N Weſterly			Freſh Breezes and clear	39
20	D°			D° Weather	37
21	W			D° Weather	39
22	W b S			Freſh Gales and ſqually	38½
23	W			D° Weather	37
24	WSW	to	WNW	Freſh Breezes and clear	39
25	NW	to	NE	D° Weather	37
26	D° Winds			D° Weather	40
27	N Weſterly			Freſh Gales with Rain	39
28	NNW	to	NE	Freſh Gales and clear	37
29	N Eaſterly			Firſt Part moderate, latter freſh Gales and Snow	37
30	D°			Freſh Breezes and Sleet	35
31	D°			Little Wind and clear froſty Weather	36

AUGUST, 1766.

Days.	Winds.			Weather.	Therm.
1	N N E			Freſh Gales and cloudy	37
2	D°			D° Weather with Sleet	37
3	N N E	to	N W	D° Gales with Rain	38
4	N W	to	S W	D° Gales and cloudy	40
5	S Weſterly			Strong Gales and clear	34
6	D°			D° Weather	34
7	D°			D° Weather	35
8	S W	to	N W	Firſt Part d° Weather, latter Rain	39
9	N N W	to	N	Freſh Breezes and hazey	40
10	N W			Freſh Gales and cloudy	42
11	D°			D° Weather	39
12	N N W to N N E, and W N W			Light Breezes and cloudy	38
13	S W and variable			Freſh Gales and cloudy with Snow	38
14	S Weſterly			D° Gales with Snow	30
15	S S W	to	S S E	D° Weather with Sleet and Snow	32
16	Variable	to	S W	Little Winds and Snow	33
17	S Weſterly			Freſh Gales and ſqually	32
18	W S W	to	S S W	Strong Gales with Snow and Hail	20
19	D°			D° Weather	30
20	S Weſterly			D° Weather	32
21	S S W	to	W N W	More Moderate with ſome Snow	38
22	N W	to	N	Strong Gales and Rain	43
23	N W	to	W S W	More moderate and cloudy	45
24	W S W	to	W N W	Freſh Gales and cloudy	47
25	N Weſterly			D° Weather	47
26	Weſterly			Freſh Breezes and cloudy	46
27	D°			Little Winds and clear	48
28	Variable			D° Weather	48
29	S E	to	E	Moderate and fair	46
30	Variable			Moderate and cloudy	45
31	W S W	to	N W	D° Weather	45

SEPTEMBER, 1766.

Days.	Winds.	Weather.	Therm.
1	NNW to NNE	Freſh Breezes with Rain	47
2	NE to NW	D° Weather	47
3	SW to SSW	Freſh Gales and cloudy	45
4	S	D° with Snow and Sleet	38
5	Southerly	D° Weather	43
6	D°	D° Weather	42
7	SbE to SSW	D° Weather	41
8	Variable	Moderate and fair	48
9	NE to ENE	D° Weather	46
10	ENE	D° Weather	40
11	NE	D° Weather	40
12	NNE	Freſh Gales and hazey with Snow	43
13	N Weſterly	Strong Gales and Rain	47
14	WSW to NW	Little Wind and cloudy	48
15	Variable	D° Weather	47
16	NW to SW and S	Little Wind and clear	48
17	SSE to ENE and NNW	Freſh Gales and cloudy	45
18	N Weſterly	D° Gales and ſqually	48
19	From the NW to SW and S	D° Gales, the latter Part clear	47
20	Southerly	Freſh Gales and clear	46
21	SW to NNE, NW and WSW	D° Gales, firſt and latter Parts very hard	46
22	S Weſterly	Strong Gales and Squalls	47½
23	D°	D° Weather	47
24	SW to W	Freſh Gales and cloudy	51
25	NW to NE	D° with ſome Rain	47
26	NNE to SW	Firſt Part d°, latter Part clear	47
27	S Weſterly	Freſh Gales and clear	47
28	WSW to WNW	D° Weather	48
29	N Weſterly	Little Winds and hazey	48
30	D°	Ditto Weather, with ſmall Rain	48

OCTOBER, 1766.

Days.	Winds.			Weather.	Therm.
1	N b W	to	W N W	Freſh Gales and hazey with Rain	48
2	W b N	to	W S W	Freſh breezes and clear Weather	47
3	W b S			D° Weather	47
4	W N W	to	N W	D° Weather and cloudy	46
5	N W	to	N b E	Firſt Part d°, latter freſh Gales and hazey	47
6	N b E	to	W N W	Freſh Gales with Rain	47
7	W N W	to	S W b S	Freſh Gales and clear	48
8	S Weſterly			Freſh Breezes and cloudy	50
9	Variable			Light Airs and clear	49
10	S S W	to	S E b S	Freſh Breezes and clear	47
11	S E	to	E	D° Weather	47
12	N E	to	N W	Freſh Gales and cloudy	47
13	N W	to	S W	Freſh Gales and ſqually	47
14	S Weſterly			Freſh Gales and cloudy	47
15	S W	to	N W	D° Gales and clear	48
16	S W	to	W N W	D° Weather	49
17	D°			D° Weather	49
18	W S W	to	N b W	D° Weather	49
19	N b W	to	W S W	D° Weather	48
20	S W	to	W b N	D° Weather	50
21	W N W		N b W	D° Gales and cloudy	49
22	W N W	to	W S W	Freſh Breezes and clear	46
23	Variable			D° Weather	46
24	S Weſterly			Variable, with Rain	48
25	S W	to	W N W	Freſh Gales and cloudy	45
26	N W b W	to	W	D° Weather with Rain	46
27	W b S	to	W S W	D° Winds and clear	47
28	S S W			Strong Gales and clear	48
29	S W	to	N W	D° Weather	47
30	N W			D° Weather with Hail	47
31	S W	to	W b N	D° Gales and ſqually	47

NOVEMBER, 1766.

Days.	Winds.	Weather.	Therm.
1	WNW to SW	Freſh Gales and cloudy	47
2	SW to SSW and S	Strong Gales with Snow and Sleet	44
3	S to SW	D° Weather	42
4	S Weſterly	Freſh Gales and cloudy, latter Part clear	39
5	N to NNE	D° Gales and clear	42
6	N Eaſterly	D° Gales and cloudy	39
7	NW, SW and S	Firſt Part d°, latter ſtrong Gales and Snow	45
8	S b W to W and W b N	Freſh Gales and cloudy, latter Part clear	46
9	WNW to NW	D° Gales and clear	48
10	N Weſterly	D° Weather	49
11	W SW and S b W	D° Weather	48
12	SW to W	Freſh Breezes and ſome Rain	48
13	WSW to S and E	D° Breezes and cloudy	48
14	ESE to S	D° Weather with ſome Rain	48
15	S Weſterly	Freſh Gales and clear Weather	50
16	W b S to W	Moderate and hazey	49
17	WSW	Moderate and clear	51
18	SW b W to W	D° Weather	52
19	N Weſterly	D°	50
20	NW to SSW	Freſh Breezes and clear	50
21	S Weſterly	Strong Gales and clear	50
22	W b S to NW	Freſh Breezes and clear	50
23	NW to SW	Moderate and hazey, latter Part Rain	49
24	W b S to WNW	Freſh Gales and clear	47
25	WSW	D° Weather	43
26	WSW to S and SE	Strong Gales and Squalls with Hail	43
27	S Weſterly	Strong Gales and hazey	46
28	D°	Freſh Gales and cloudy	49
29	W to NW	D° Gales and clear	52
30	NW to NNE	Freſh Breezes and clear	52

DECEMBER, 1766.

Days.	Winds.	Weather.	Therm.
1	S W to W S W	Freſh Gales and clear	52
2	W N W to W	D° Gales and cloudy	52
3	E N E, E B N and S E	D° Weather	50
4	S and Variable	D° Gales and clear, latter moderate	49
5	D°	Freſh Gales with Hail and Sleet	46
6	D°	Little Winds and variable	46
7	Southerly	Freſh Gales and hazey Weather	46
8	N W	D° Gales and Squalls with Rain	50
9	E to S E	D° Weather	50
10	N to N E	Freſh Breezes and clear Weather	51
11	N N W to S W	Strong Gales and Squalls with Hail	48
12	S Weſterly	Firſt Part d° Gales and Rain, latter Part moderate and clear	46
13	D°	Freſh Gales and Hail	44
14	S S W	Freſh Gales and Squalls with Hail and Rain	45
15	W S W to S W	D° Weather	49
16	S W to S	D°	49
17	S Weſterly	D° Weather, latter Part clear	52
18	W S W, N W and W	Light Airs and clear	54
19	W S W to N W	Freſh Breezes and clear	48
20	W N W to S b E	Strong Gales with Hail	46
21	S to S S W	D° Gales and Squalls with Snow	48
22	S Weſterly	Freſh Gales and cloudy	50
23	W S W to N W	D° Weather	52
24	W N W to N N W	Little Wind and clear	54
25	N W to W S W	Freſh Gales and Squalls	56
26	N Weſterly	D° Gales and cloudy	54
27	S Weſterly	D° Gales and clear	54
28	D°	Firſt Part d° latter freſh Gales and Rain	52
29	D°	Freſh Gales and cloudy Weather	52
30	D°	D° Gales, latter Part clear	49
31	N N W	Firſt Part moderate and clear, latter freſh Gales and cloudy	52

JANUARY, 1767.

Days.	Winds.			Weather.	Therm.
1	N N W	to	W	Freſh Gales and Squalls with Rain - -	51
2	S W and Variable			Firſt Part d° Weather, latter Part freſh Gales and cloudy	50
3	S W	to	S	Freſh Gales and cloudy - - -	53
4	S Weſterly			D° Weather - - - - -	52
5	Variable	to	S S W	D° Gales and hazey - - -	54
6	S S W	to	N W	Firſt Part little Wind, latter freſh Gales - -	53
7	S W	to	W	Freſh Gales and hazey - - -	51
8	W	to	N W	D° Gales and cloudy, latter clear - -	51
9	N W			Freſh Gales and clear - - - -	50
10	N N W	to	N N E	D° Weather - - - -	52
11	N E	to	N W	Strong Gales with Thunder, Lightning and Rain -	55
12	W N W	to	W S W	Firſt Part ſtrong Gales and cloudy, latter clear -	58
13	W S W	to	W N W	Freſh Gales and clear - - - -	57
14	W N W	to	N W	D° Weather - - - -	58
15	N W	to	N	D° Weather - - - -	58
16	Variable			Light Airs and hazey - - -	59
17	N N W	to	N	Freſh Gales and cloudy - - -	57
18	S W	to	W S W	D° Gales and clear - - -	55
19	N Weſterly			Little Winds, latter Part freſh Gales and cloudy - -	

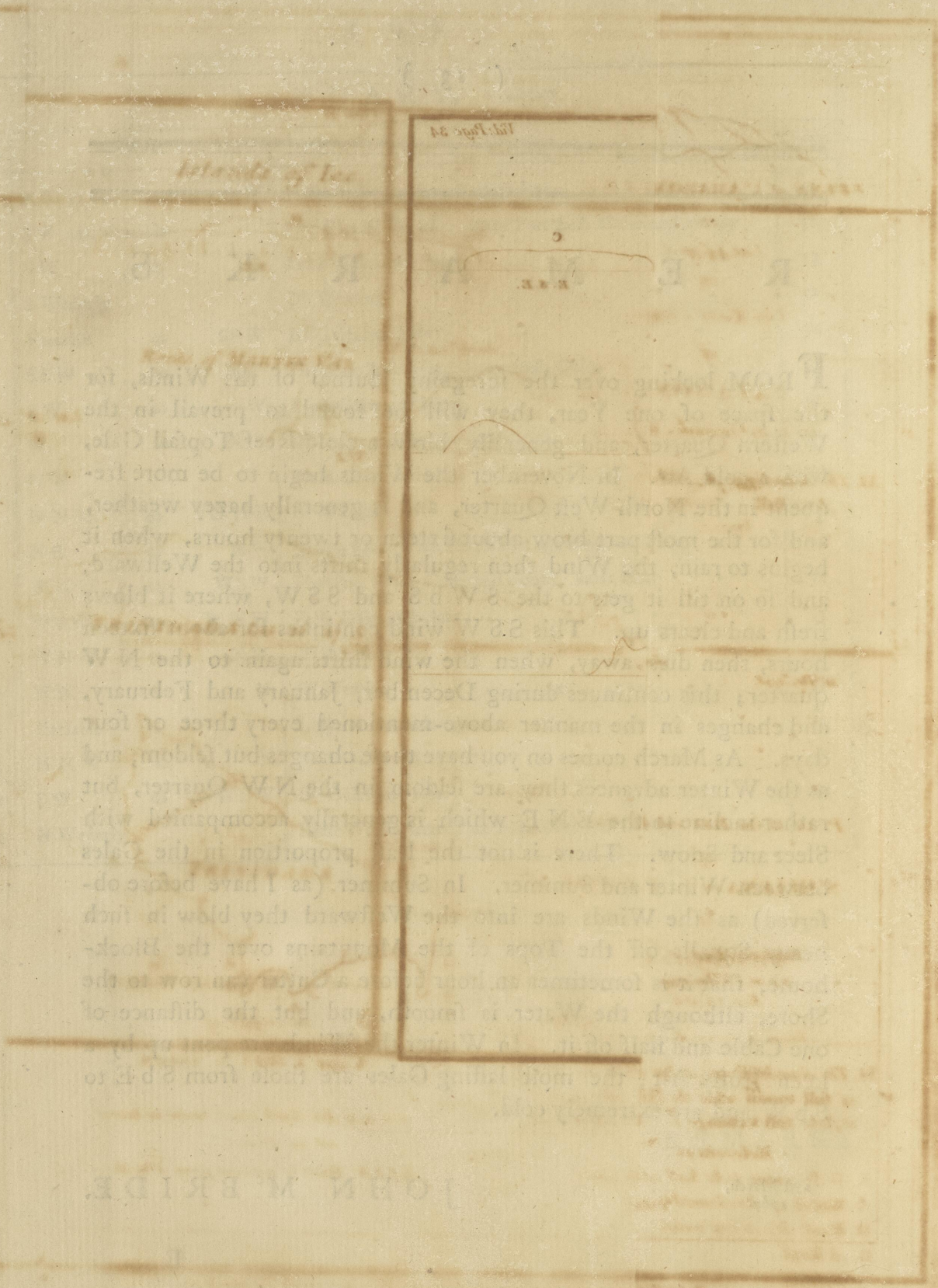
REMARKS

REMARKS.

FROM looking over the foregoing Journal of the Winds, for the ſpace of one Year, they will be found to prevail in the Weſtern Quarter, and generally blow a cloſe Reef Topſail Gale, with a cold Air. In November the Winds begin to be more frequent in the North Weſt Quarter, and is generally hazey weather, and for the moſt part blow about ſixteen or twenty hours, when it begins to rain, the Wind then regularly ſhifts into the Weſtward, and ſo on till it gets to the S W b S and S S W, where it blows freſh and clears up. This S S W wind continues for about ſixteen hours, then dies away, when the wind ſhifts again to the N W quarter; this continues during December, January and February, and changes in the manner above-mentioned every three or four days. As March comes on you have theſe changes but ſeldom, and as the Winter advances they are ſeldom in the N W Quarter, but rather incline to the E N E which is generally accompanied with Sleet and Snow. There is not the leaſt proportion in the Gales between Winter and Summer. In Summer (as I have before obſerved) as the Winds are into the Weſtward they blow in ſuch heavy Squalls off the Tops of the Mountains over the Block-houſe, that it is ſometimes an hour before a Cutter can row to the Shore, although the Water is ſmooth, and but the diſtance of one Cable and half off it. In Winter the Winds are pent up by a keen froſty Air; the moſt laſting Gales are thoſe from S b E to S b W and are extremely cold.

21ſt March, 1767.

JOHN Mc BRIDE.



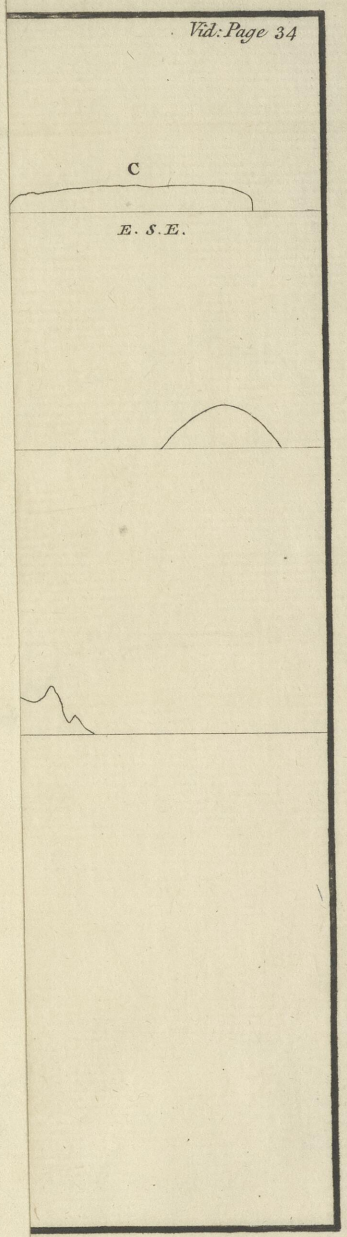
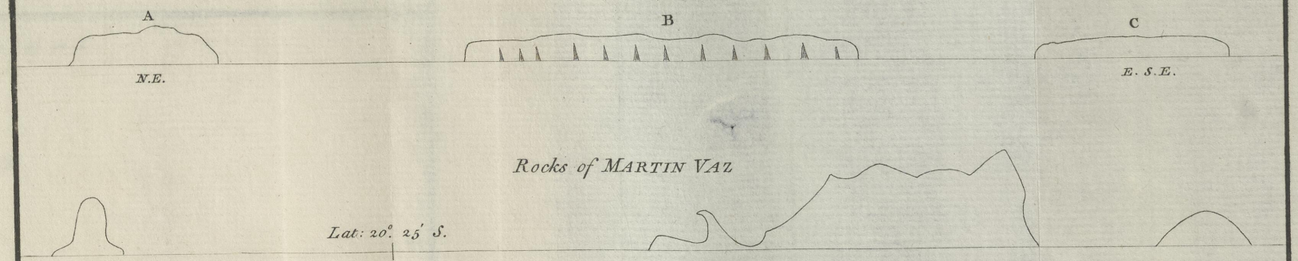

Vid: Page 34
C
E. S. E.

Plate H

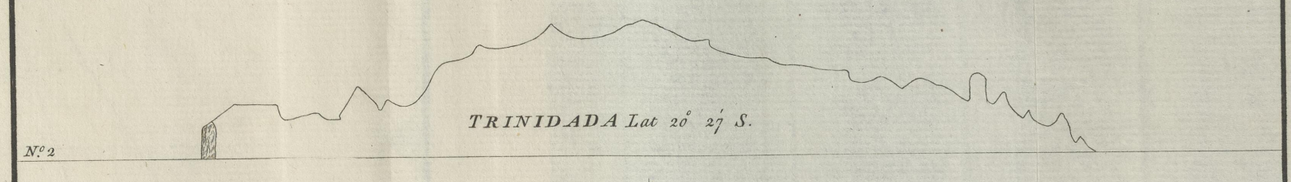
Vid: Page 34

Islands of Ice.



Rocks of MARTIN VAZ

N°. 1



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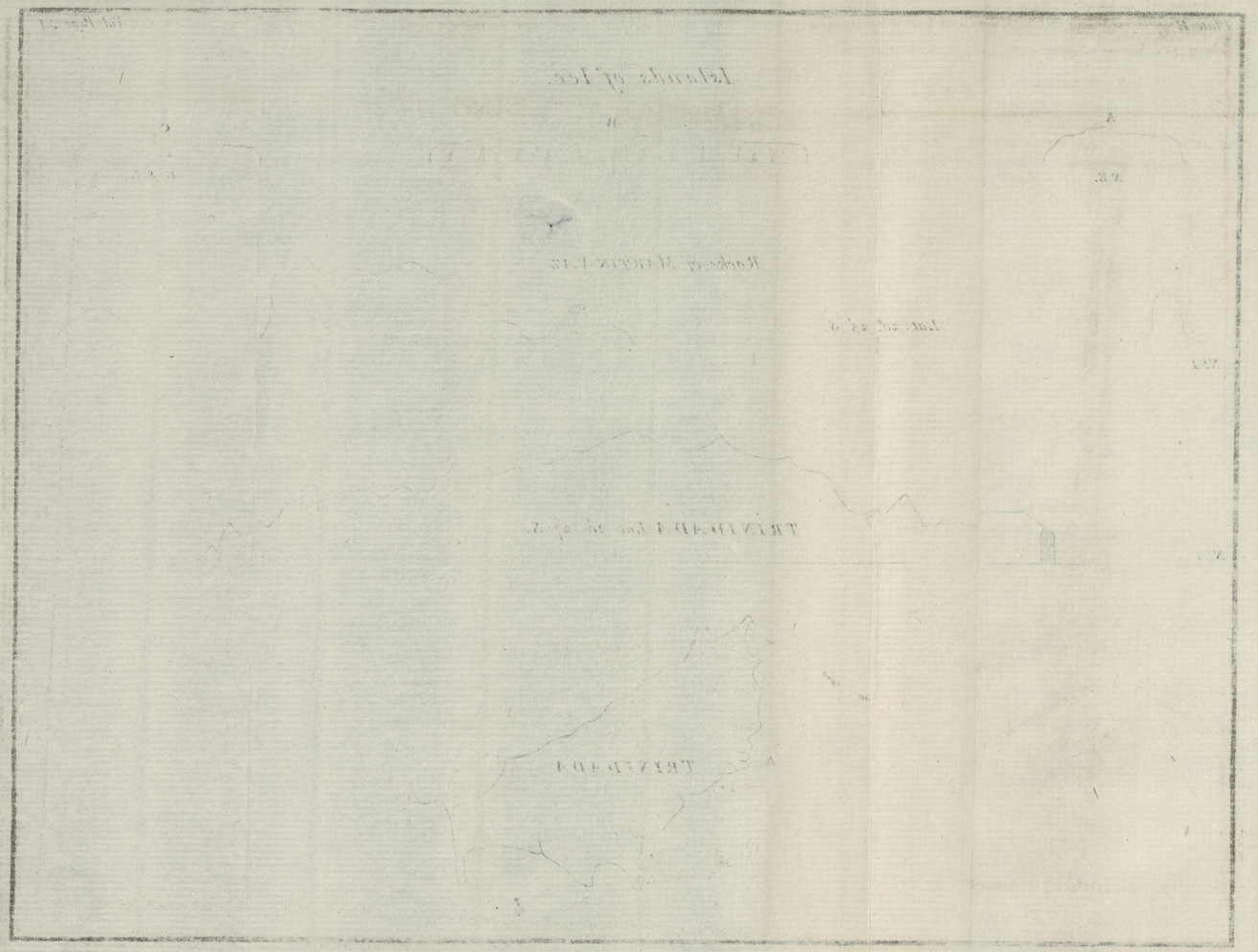
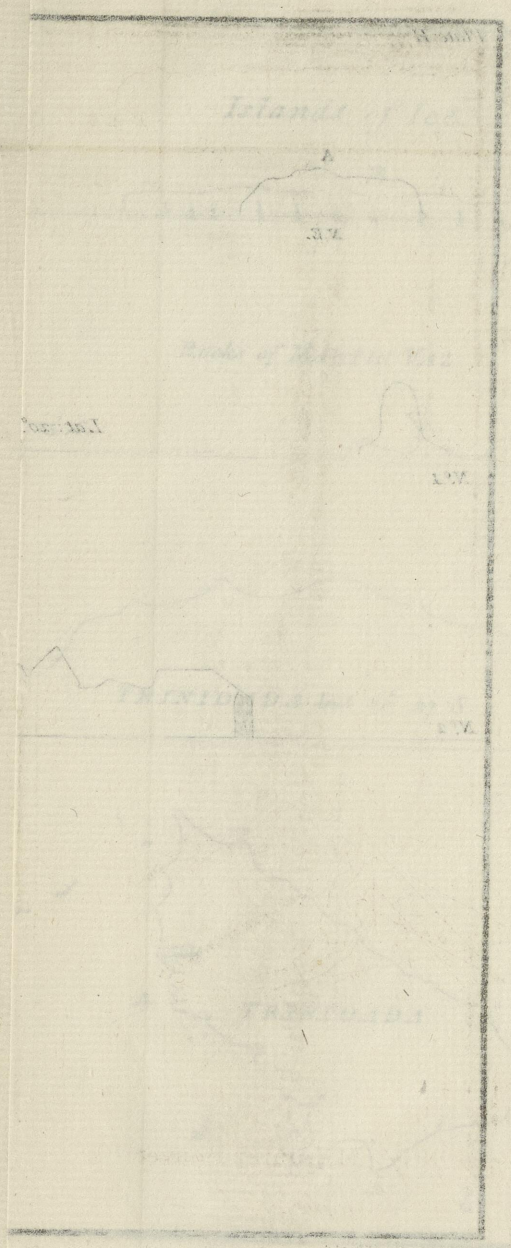
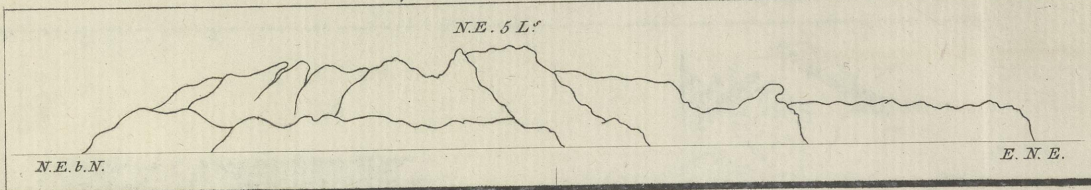
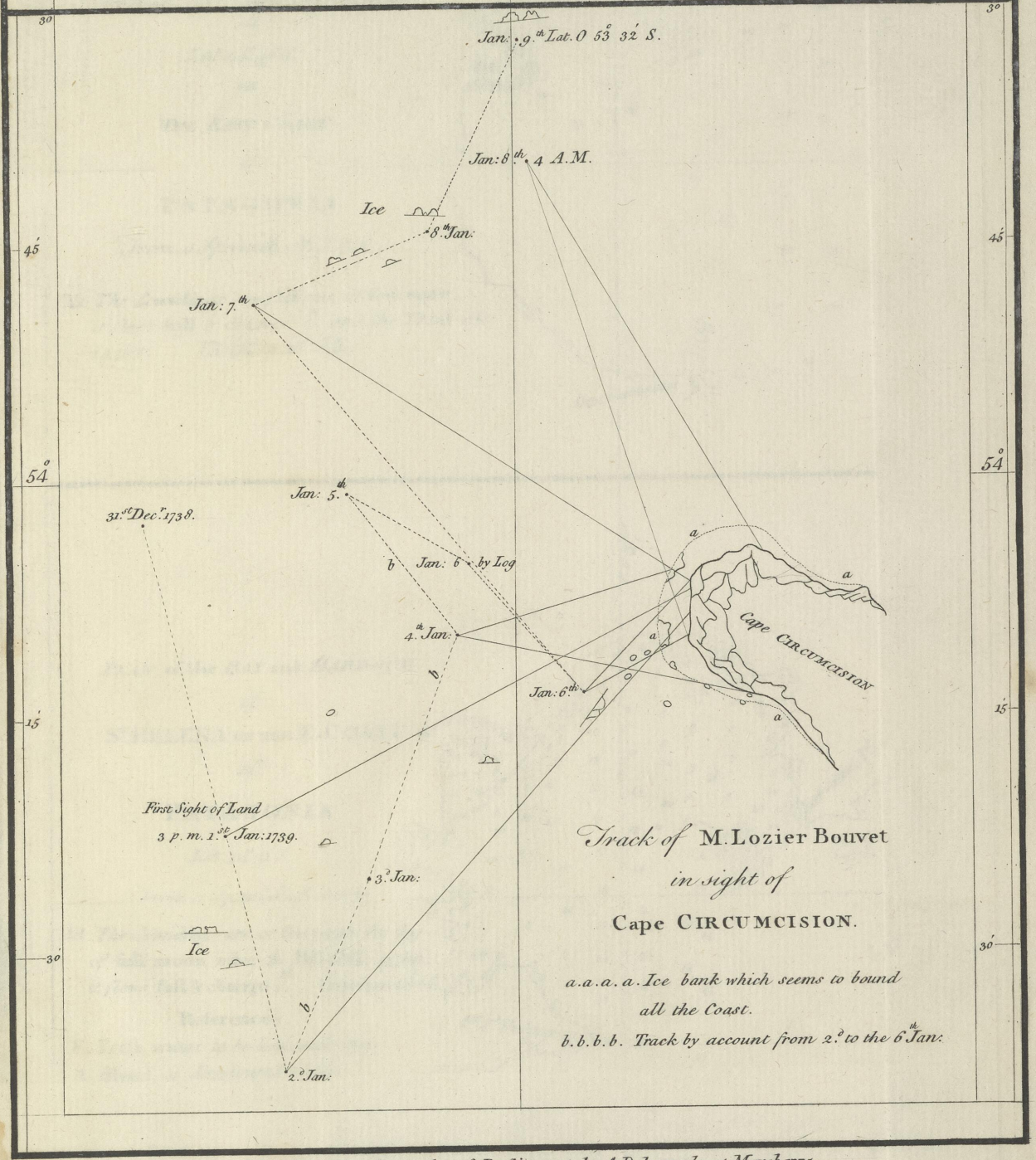




View of the Land of CIRCUMCISION.





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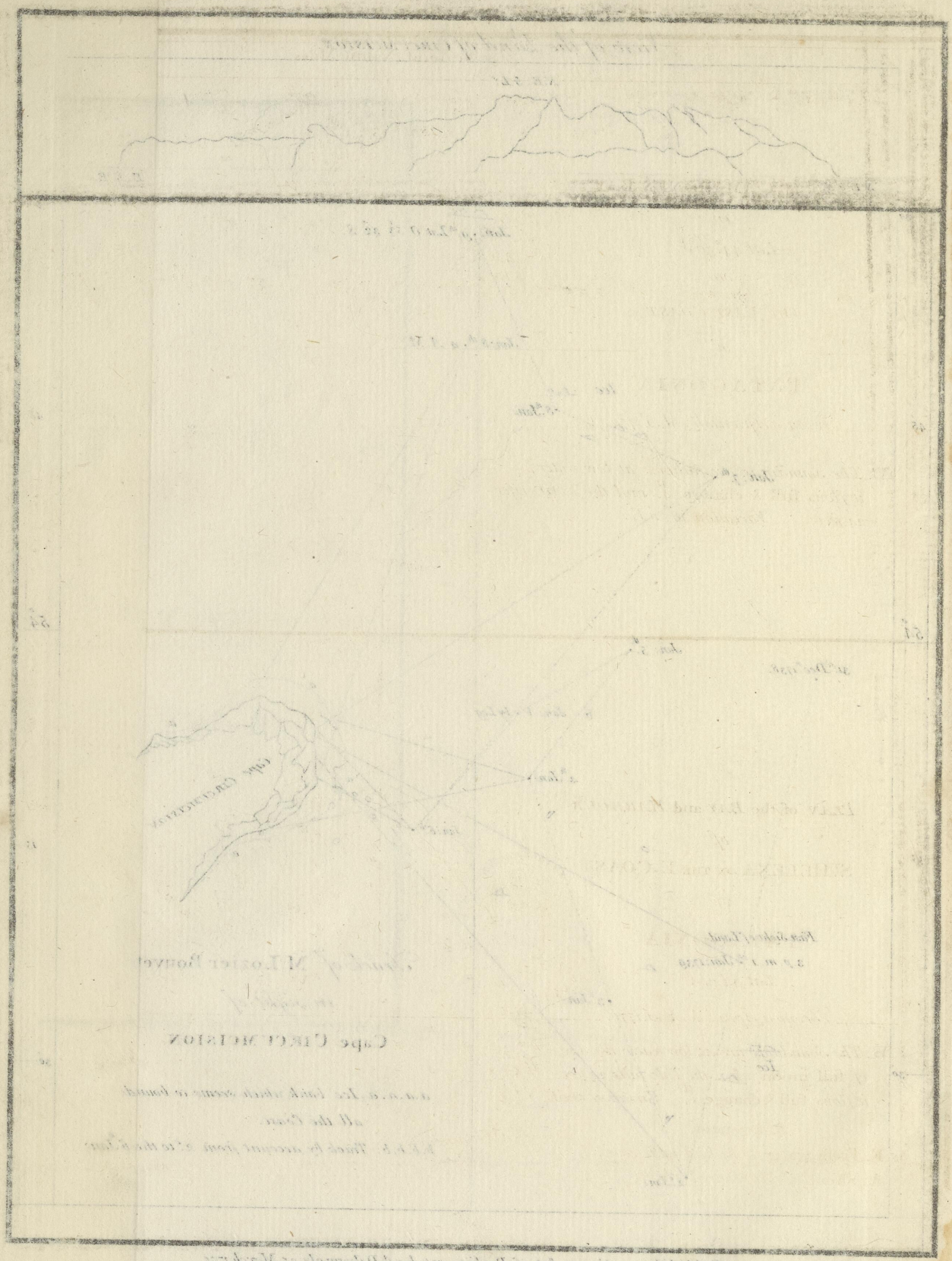
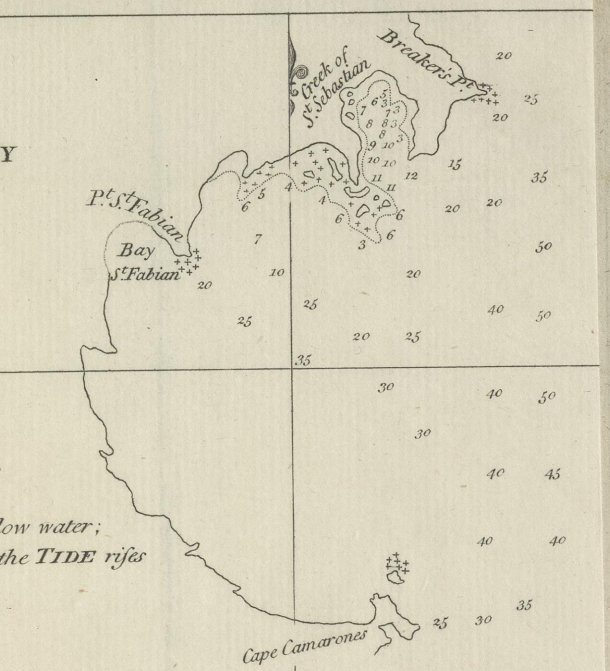


Scale of Nautic Miles.

5 10 20

PLAN of CAMARONES BAY
in
Lat. 44° 50′ *S.*
on
THE EAST COAST
of
PATAGONIA
From a Spanish M.S. 1770.

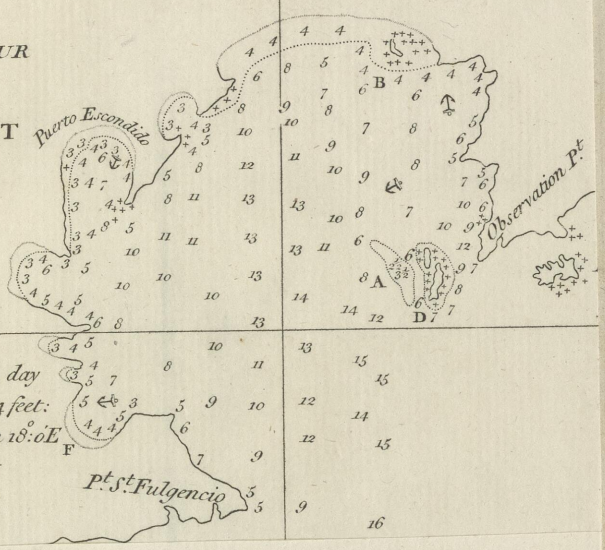
NB. The Soundings are fathoms at low water; it flows full & change $\overset{H}{4}$. *and the TIDE rises 24 feet. Variation 18°. 0′ E.*



PLAN of the *BAY* and *HARBOUR*
of
St. HELENA ON THE E. COAST
of
PATAGONIA
Lat. 44° 31′ *S.*
From a Spanish M.S. 1770.

NB. The Soundings are at low water the day of full moon *when the Tide falls 24 feet: it flows* full & change $\overset{H}{4}$. *Variation 18°. 0′ E*

References.
F. Fresh water *to be had with ease.*
A. Shoal *of discoloured water.*

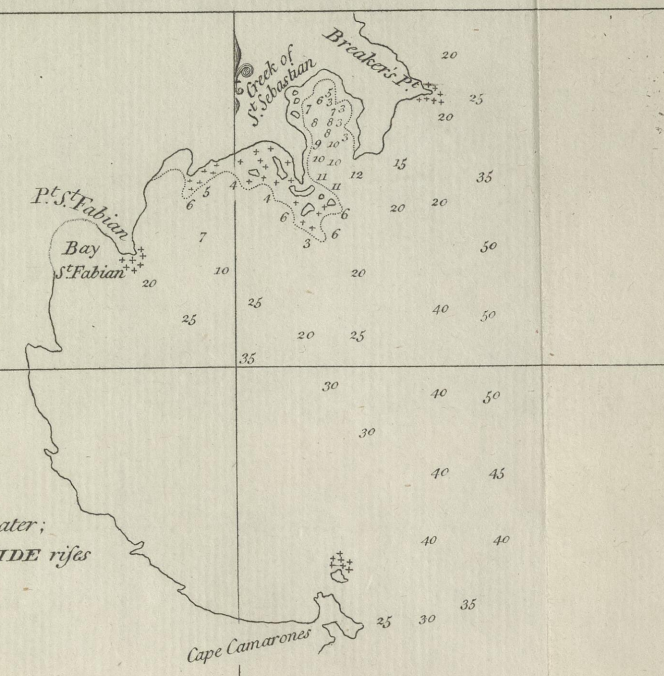


Scale of Nautic Miles.

5 10 20 30

PLAN of CAMARONES BAY
in
Lat. 44° 50′ S.
on
THE EAST COAST
of
PATAGONIA
From a Spanish M.S. 1770.

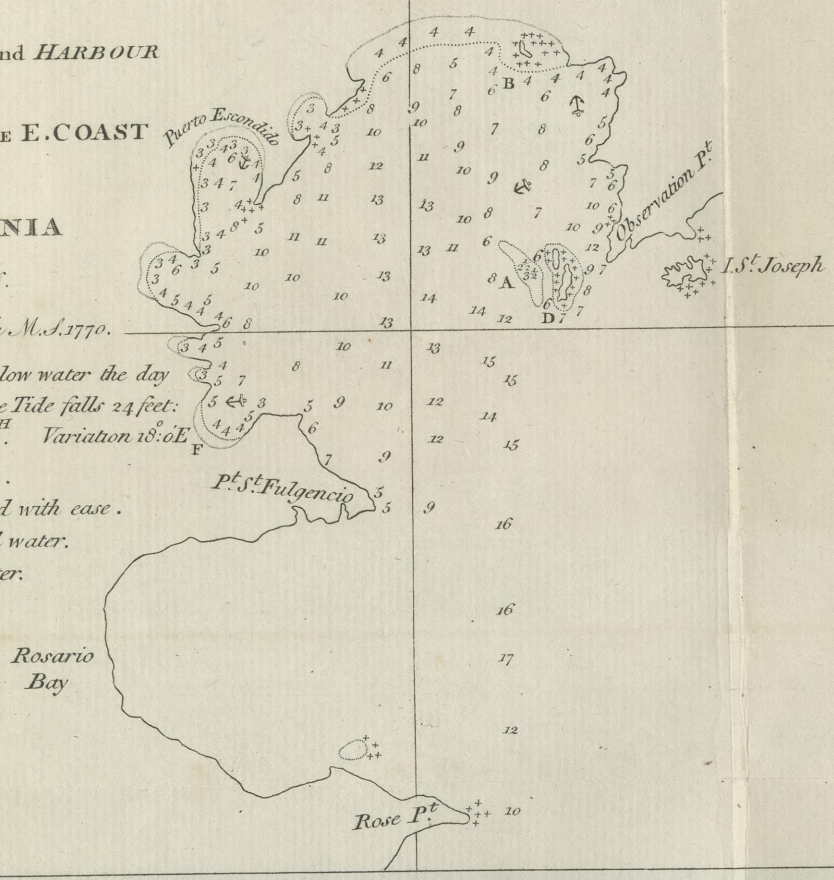
NB. The Soundings are fathoms at low water; it flows full & change $\overset{H}{4}$. *and the* TIDE *rises 24 feet. Variation 18° 0′ E.*



PLAN of the BAY and HARBOUR
of
S.t HELENA ON THE E. COAST
of
PATAGONIA
Lat. 44° 31′ S.
From a Spanish M.S. 1770.

NB. The Soundings are at low water the day of full moon *when the Tide falls 24 feet: it flows* full & change $\overset{H}{4}$. *Variation 18° 0′ E*

References.
F. Fresh water *to be had with ease.*
A. Shoal *of discoloured water.*
D. Reef *dry at low water.*
B. *A* Reef.



Scale of Nautic Miles.

1 2 3 4

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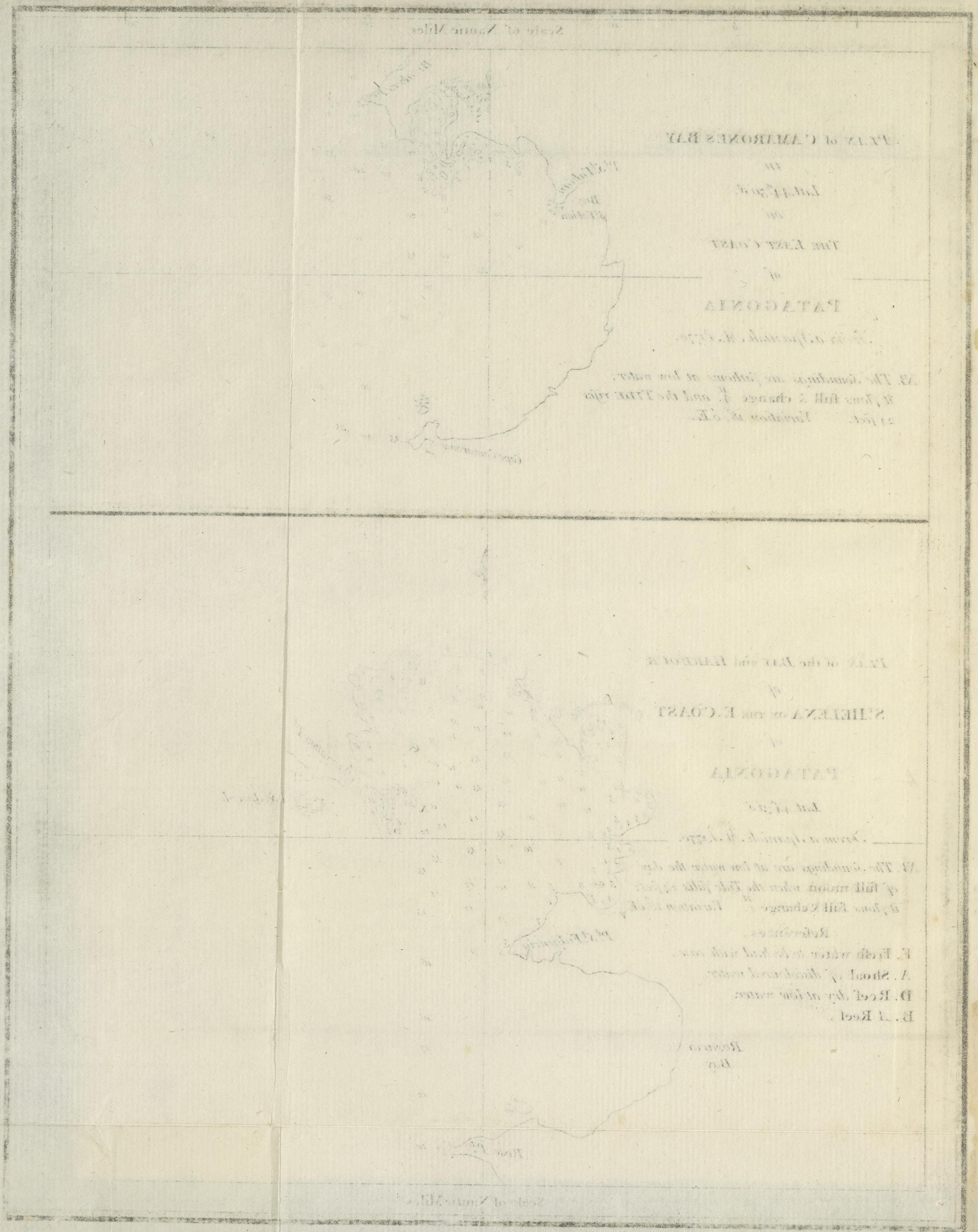
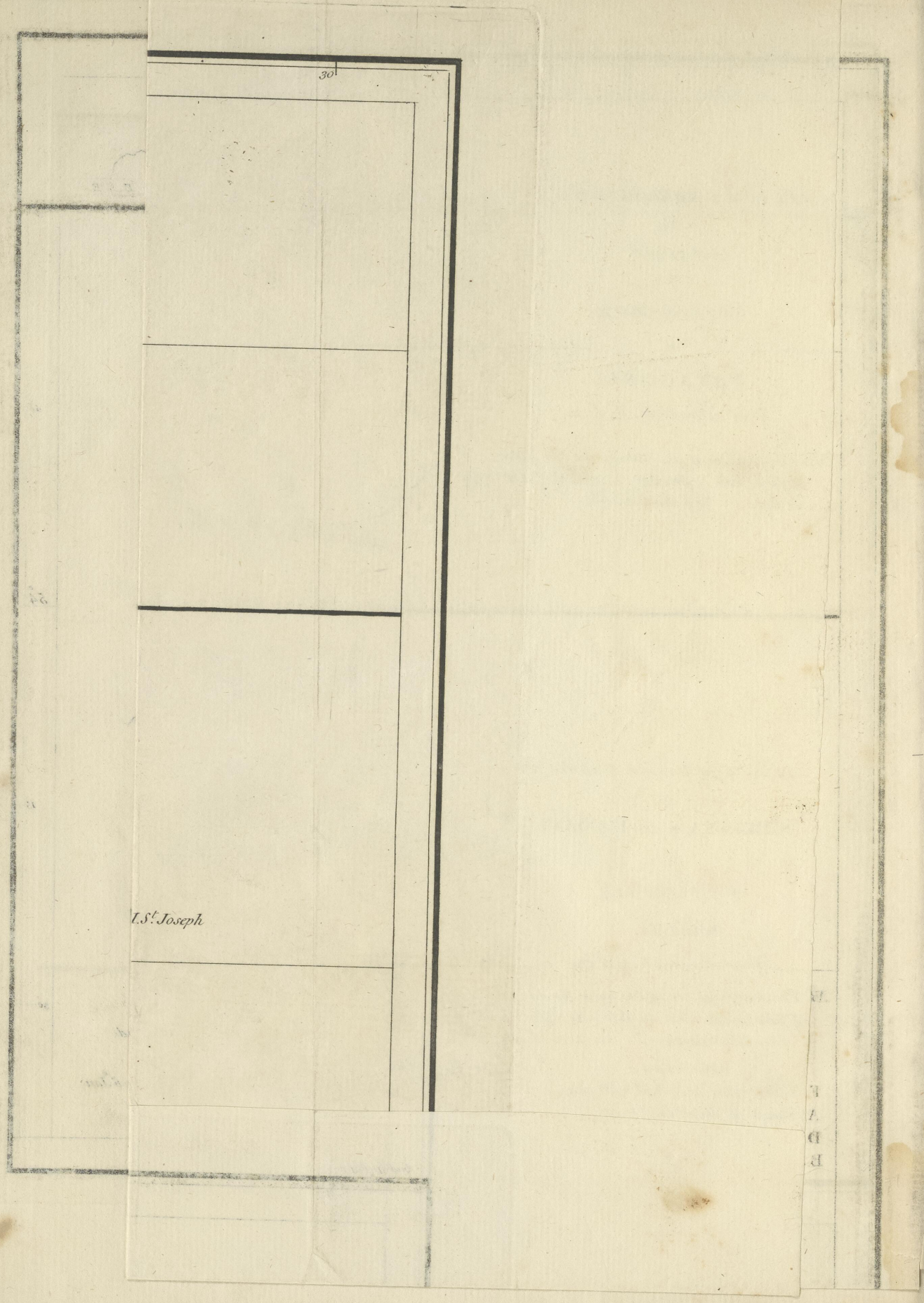
J. Russell sculp.

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I. St. Joseph

Gift
Lessing J. Rosenwald
11 May 1978

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